

**CUMBERLAND COUNTY PLANNING COMMISSION**  
**Workshop Meeting**  
**Cumberland County Community Center, Rm. C-8**

**Meeting Agenda for:**  
**Monday, February 11, 2013, 6:30 P.M.**

	<u>Action Needed</u>
1. <b>Call to Order and Welcome of Guests:</b> Dr. Bill Burger, Planning Commission Chairman.....	Bring to Order
2. <b>Roll Call and Establish Quorum</b> .....	Quorum
3. <b>Approval of Agenda</b> .....	Motion
4. <b><u>Review:</u> Conditional Use Permit CUP 11-05 – Bodacious Motorsports Event</b> Staff will present an application to hold motorsports special recreational events on parcel 12-A-3 off of Boston Hill Road. a. Staff overview b. Commission discussion c. Set public hearing.....	Motion
5. <b><u>Review:</u> Comp Plan Draft Phase II</b> CRC will present a draft of Phase II of the Comprehensive Plan which includes Inventory and Analysis of Community Resources. a. CRC overview b. Commission discussion.....	Discussion
6. <b>Old Business</b> ..... a. Trice's Lake zoning	Discussion
7. <b>New Business</b> ..... a. Photograph for website	Discussion
8. <b>General Commissioner Comments</b> .....	Comment
9. <b>Adjourn</b> to regular meeting on February 25, 2013 or as soon after as may be heard.....	Motion



# Memo

To: Cumberland County Planning Commission

From: Rachel Falkenstein, Interim Planning Director

Date: February 7, 2013

**Re: CUP # 12-05: Bodacious Motorsports Special Recreational Event  
Tax Map parcel 12-A-3, A-2 agricultural, approx 135 ac**

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Please find attached a conditional use permit application, preliminary site plan, and draft conditions submitted by Mr. Philip Parker Jr. on behalf of applicant Old Dominion 4WD Club c/o Mr. Mike Morris. The applicant desires to continue to operate multi-annual motorsports events which previously were permitted through individual festival permits. This use is now considered a "special recreational event" which is a conditional use in A-2 zoning.

The property is located on the west side of Boston Hill Road (Route 605) adjacent to the Willis River. The property is not within a growth area as designated by the Comprehensive Plan and is within election district 1.

Staff requests the Commission consider setting CUP 11-05 for public hearing for the March 18, 2013 regular meeting.

## Attachment

CUP 11-05 Application

Preliminary site plan

Draft conditions for permit



COMMONWEALTH OF VIRGINIA  
COUNTY OF CUMBERLAND

Internal Use Only  
CUP #11-05 STAFF BS  
RECEIVED 7/11/2011  
COMPLETED  
FEE/Ck. # 1983  
RECEIPT # 558407

**Application for Conditional Use Permit**

Last revised 7/13/09

Form must be completed in ink, Pencil will not be accepted.

**IMPORTANT NOTE:** FOR CERTAIN LARGE-SCALE DEVELOPMENTS, STATE LAW NOW REQUIRES A TRAFFIC IMPACT ANALYSIS (T.I.A.) be completed and submitted with a rezoning application **before** the County can deem the application complete.

*\*\*Please see the attached T.I.A. info sheet and checklist to determine if such a study shall be required as part of the application. Please contact the zoning administrator for any questions.*

Project Name (how should we refer to this application?): BOATINGS

Proposal: MOTORSPORTS EVENT

Location: 415 BOSTON HILL ROAD

Tax Map Parcel(s): 012 A 3

Zoning: A-2 Comprehensive Plan Area: Rural/Agricultural

Election District: 1

# of Acres to be Covered by Conditional Use Permit (if a portion of a parcel or parcels it must be delineated on a plat): 135 ACRES

Is this an amendment to an existing conditional use permit? If Yes, provide CUP # or approval date: \_\_\_\_\_

☐ YES ☒ NO

A Preliminary Site Plan is Required with Application for a CUP. Have you submitted a preliminary site plan?

☒ YES ☐ NO

Is this a proposal for a shopping center or telecommunication tower? If so, additional information is required additional conditions/use restrictions apply. Please see the Planning & Zoning Dept. for more info.

☐ YES ☒ NO

Contact Person (who should we call/write concerning this project?): PARKER CONSULTING, LLC

c/o F. PHILIP PARKER, JR., P.E.

Address: 12511 HIDDEN OAKS CT City: HENRICO State: VA Zip: 23233

Daytime Phone: (804) 308-0483 Fax #: (804) 308-2476 Email: PARKERLLC@COMCAST.NET



**Owner of Record** (who currently owns the property?): \_\_\_\_\_

Dwight, M.L. Jr & Bobby Lee

Address: 1936 CARTERSVILLE RD City: CARTERSVILLE State: VA Zip: \_\_\_\_\_

Daytime Phone: (804) 375-3050 Fax #: ( ) Email: \_\_\_\_\_

**Applicant** (who is the contact person representing?): OLD DOMINION 4WD CLUB

c/o MIKE MORRIS

Address: 10600 PATTERSON AVE City: MEXICO State: VA Zip: 23238

Daytime Phone: (804) 740-1852 Fax #: ( ) Email: \_\_\_\_\_

Does the owner of this property own (or have any ownership interest) in any abutting property? If yes, please list those tax map parcel numbers. 12-A-Z, FAMILY TRUST RD 11-A-15

Section 74-702 of the Cumberland County Zoning Ordinance provides guidelines for conditional use permit applications.

Please address the following standards which will be reviewed by the staff in analysis of your request. If you need assistance filling out these items, staff is available.

Provide a written statement demonstrating that:

1. The establishment, maintenance or operation of the CUP will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare;
2. The CUP will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
3. The establishment of the CUP will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;
4. The exterior architectural appeal and functional plan of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed or in the course of construction in the immediate neighborhood or the character of the applicable district as to cause a substantial depreciation in the property values within the neighborhood;
5. Adequate utilities, access roads, drainage or necessary facilities have been or are being provided;

6. Ingress and egress to property and structures on the property with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access of fire or catastrophe are adequately provided for;
7. Off-street parking and loading areas where required with particular attention to the items in # 1. above and the economic, noise, glare or odor effects of the special exception on adjoining properties and properties generally in the district are adequately provided for;
8. Refuse and service areas, with particular reference to the items in #s 1. and 2. above are adequately provided for;
9. Appropriate screening and buffering with reference to type, dimensions and character of the use are adequately provided for;
10. Any signs and exterior lighting are compatible and in harmony with properties in the district with reference to aesthetics, glare, traffic safety and economic effect;
11. Required building setbacks and other open spaces are adequately provided for;
12. The proposed use is compatible with adjacent properties and other property in the zoning district;
13. An adequate supply of light and air to adjacent property is adequately provided for; and
14. The CUP shall, in all other respects, conform to the applicable regulations of the zoning district in which it is located, except as such regulations may, in each instance, be modified by the Board of Supervisors.

Describe your request in detail and include all pertinent information such as the number of persons involved in the use, operating hours, and any unique features of the proposed use: \_\_\_\_\_

EVENT FOR WHICH CUP IS REQUESTED IS RUN BY OLD DOMINION 4WD CLUB,  
CONSISTING OF 50+ MEMBERS. OPERATING HOURS ARE 8:00 A.M. - 12:00 A.M.  
THE CUP IS IN LIEU OF MULTIPLE FESTIVAL PERMITS FOR A FOUR WHEEL  
DRIVE/ OFF ROAD RACE

Describe briefly the improvements proposed. State whether new buildings or structures are to be constructed, existing buildings or structures are to be used or additions made to existing buildings or structures. Give dimensions of the buildings that are to be constructed and the dimensions of any existing buildings on the property (attach any necessary information). \_\_\_\_\_

EXISTING STRUCTURES INCLUDE SPECTATOR SEATING, ANNOUNCER/SPOTTING  
TOWER AND FESTIVAL BUILDING.



**Attachments Required** – provide two (2) copies of each

1. *Recorded plat or boundary survey of the property requested for the permit.* If there is no recorded plat or boundary survey, please provide legal description of the property and the Deed Book and page number or Plat Book and page number. TAX PARCELS 12-A-3 & 4  
DB 149 PG 550

Note: If you are requesting a permit for a portion of the property, it needs to be described or delineation on a copy of the plat or surveyed drawing.

2. *Ownership information* – If ownership of the property is in the name of any type of legal entity or organization including, but not limited to, the name of a corporation, partnership or association, or in the name of a trust, or in a fictitious name, a document acceptable to the County must be submitted certifying that the person signing below has the authority to do so.

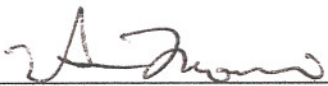
**If the applicant is a contract purchaser or an agent of the owner, an owner/agent agreement must be attached (ask staff for form if needed).**

**Owner/ Applicant Must Read and Sign**

I hereby certify that I own the subject property, or have the legal power to act on behalf of the owner in filing this application. I also certify that the information provided on this application and accompanying information is accurate, true, and correct to the best of my knowledge.

MIKE MORRIS, TREASURER OLD DOMINION FOUR  
WHEEL DRIVE CLUB, INC.  
Print Name of Owner/ Applicant

7/7/11  
Date

  
Signature of Owner/ Applicant

804 240 3855  
Daytime Phone # of Signatory

## **Traffic Impact Analysis Information Sheet:**

### **How do I know if a T.I.A. is required to be submitted with my application?**

If the proposed development will increase the number of vehicle trips during peak hours on roads maintained by VDOT by 250 trips for a commercial development or 100 trips for a residential development you likely will need to submit a T.I.A.

*NO PEAK HOUR TRIP INCREASE PROPOSED. THIS IS A WEEKEND EVENT*

### **How do I know if my proposal will increase the traffic to the amount that would require a TIA?**

Below is a listing of some general guidelines as provided by VDOT's T.I.A. administrative guidelines:

For a **residential** development, a TIA may be required if the development proposes:

- 100 or more single family dwelling units;
- 150 or more apartment units; or
- 190 or more condo/townhomes

For a **commercial** development, a TIA may be required if the development proposes a(n):

- light industrial building of 260,000sf or more;
- hotel containing 300 rooms or more;
- elementary school of 600 students or more or a high school of 550 students or more;
- hospital of 110 beds or more;
- general office building 150,000 sq. ft. or larger;
- business park 170,000 sq. ft. or larger;
- shopping center 20,000 sq. ft. or larger;
- home improvement store 60,000 sq. ft. or larger;
- drive thru bank containing 5 bays or more;
- fast food restaurant with a drive thru window of 4,000 sq. ft. or larger; or
- gas station with convenience store containing 16 hoses or more.

### **What are the fees associated with VDOT's T.I.A?**

This fee is collected directly by VDOT and is separate and in addition to the County's application fee. Both are required before an application is deemed complete.

- \$250.00 for a low-volume road;
- \$500.00 for less than 100 vehicles per peak hour; or
- \$1,000.00 for more than 100 vehicles per peak hour.

### **What is the background and purpose for the TIA requirements and where can I find additional information?**

Chapter 527 of the 2006 Acts of Assembly added § 15.2-2222.1 to the Code of Virginia. The amendment establishes procedures by which localities submit proposals that will affect the state-controlled transportation network to VDOT for review and comment. The chapter also directs VDOT to develop regulations to carry out the provisions of the statute.

The regulation VDOT prepared is titled, Traffic Impact Analysis Regulations (24 VAC 30-155), sets forth procedures and requirements governing VDOT's review of and submission of comments regarding comprehensive plans and amendments to comprehensive plans, rezoning proposals, and subdivision plats, site plans and plans of development and the accompanying traffic impact analyses. The regulation also identifies when those documents must be submitted, and the documents and information that must be submitted to VDOT to facilitate the required review and submission of comments. The regulation also establishes the scope and nature of the review and a schedule of fees to be paid upon submission of a proposal to VDOT for review.

The regulation includes standards for when traffic impact analyses must be submitted to VDOT for different types of development proposals as well as what must be contained in the analyses (Information provided by VDOT). VDOT has prepared the following website on the Chapter 527 requirements:



# Parker Consulting, LLC

12511 Hidden Oaks Court  
Richmond, Virginia 23233  
(804) 308-0483  
(804) 308-2476 fax  
parkerllc@comcast.net

June 23, 2011

Mr. Bret Schardein  
Director of Planning  
County of Cumberland, Virginia  
P.O. Box 110  
1 Courthouse Circle  
Cumberland, Virginia 23040

Re: Conditional Use Permit Application  
Bodacious Motorsports

Dear Mr. Schardein:

Pursuant to your Conditional Use Permit Application following are written responses to questions 1-14 of the application. As you are aware, this event has previously been covered by individual Festival Permits since its inception in the late 1970's. Your department has determined that for the benefit of both the event and the county it would be prudent for the property owner to obtain a Conditional Use Permit and eliminate the necessity of multiple Festival Permits in the future. The tax parcels involved with this application are 12-A-3 and 12-A-4, owned by M. L. Duncan, Jr. and Bobby Lee Duncan.

## Question 1:

The Bodacious Motorsport event has been held at the existing location since the late 1970's. Not only is it a safe, controlled location for off-road racing but is also a fundraiser for the local volunteer fire and rescue departments. It remains non-detrimental to the public welfare, safety and morals and is overseen by volunteer club members in coordination with local sheriff's deputies and emergency services personnel.

## Question 2:

The CUP will not be injurious as the activities proposed occur within the property away from public rights of way. Further, the most immediately adjacent property to the event is owned by M. L. Duncan, Jr. and Bobby Lee Duncan, owners of the subject property. Events are held on the weekends.

## Question 3:

Surrounding properties, should they be developed under their current zoning are not impacted by the CUP as the subject property is zoned the same as the adjoining properties.



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## Question 4:

No structures are proposed with the CUP application. Existing structures are well off the property bounds and screened by existing woodland and distant setbacks to rights of way and property bounds. The local area is rural farmland with service and outbuildings typical of active farmland.

## Question 5:

No utilities or physical improvements requiring utilities or stormwater drainage are proposed. Portable toilets are utilized during each event and serviced as required by health code. Existing access to and from the property meets the needs of the temporary increase in traffic. Existing public roadways are adequate in capacity and design. If, during the initial opening and final closing of the event traffic is heavy and were to queue on the public roadway near the entrance to the property, local sheriff deputies are prepared and available for traffic control assistance to the club members running the event. Club members are stationed to monitor traffic flow.

## Question 6:

Existing ingress and egress to the property is adequate for emergency access. Further, volunteer fire and rescue are on site during the event. Non-race vehicles are required to be parked away from the race course. Overnight camping areas are separate from both general parking and race parking areas and provided with necessary temporary utilities. Pedestrian traffic and spectator viewing areas are separated from the race course via permanent and temporary barricades. Further, the CUP will cover events that typically occur fewer than five times per year.

## Question 7:

Off street parking is available in open areas as directed by club personnel in locations sufficiently close to preclude the need to drive during the event. Race vehicle loading is located adjacent to the race course, separate from general parking and overnight camping areas.

## Question 8:

Multiple refuse areas are located throughout the spectator, parking, and overnight camping areas. Club personnel monitor use of the refuse facilities, emptying full cans as needed, as well as the right of way along the property frontage and public access way throughout the course of the event.

## Question 9:

Buffering of the property is accomplished through locating the parking, camping and race areas away from public right of way and adjoining properties.

## Question 10:

Signage is limited to traffic control and directional signage for the duration of the event. Lighting is for safety and temporary for the duration of the event as well. This CUP differs from a

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development CUP in that it is intended to prevent the need of multiple festival permits year to year and not for the continued, daily, use of a property in a fashion inconsistent with the existing zoning.

## Question 11:

Building setbacks for the existing structures, consisting of spectator seating and race control tower, meet current Planning and Zoning Ordinance. The site consists of open areas as well as woodlands with minimal physical improvements. Physical improvements account for less than 1.0% of the property. Buildings existent on the property are of the appurtenant structure type as opposed to occupied buildings.

## Question 12:

The proposed use is compatible with normal uses of the zoning of the subject and adjacent properties, as evidenced by the festival permits approved over the last thirty-plus years.

## Question 13:

The proposed use of the CUP does not have any effect on available light and minimal, limited to exhaust odor, effect on air to adjacent properties. The requirement of the CUP is driven by the festival activity and not the use of the property.

## Question 14:

The CUP conforms to current regulations of the zoning district.

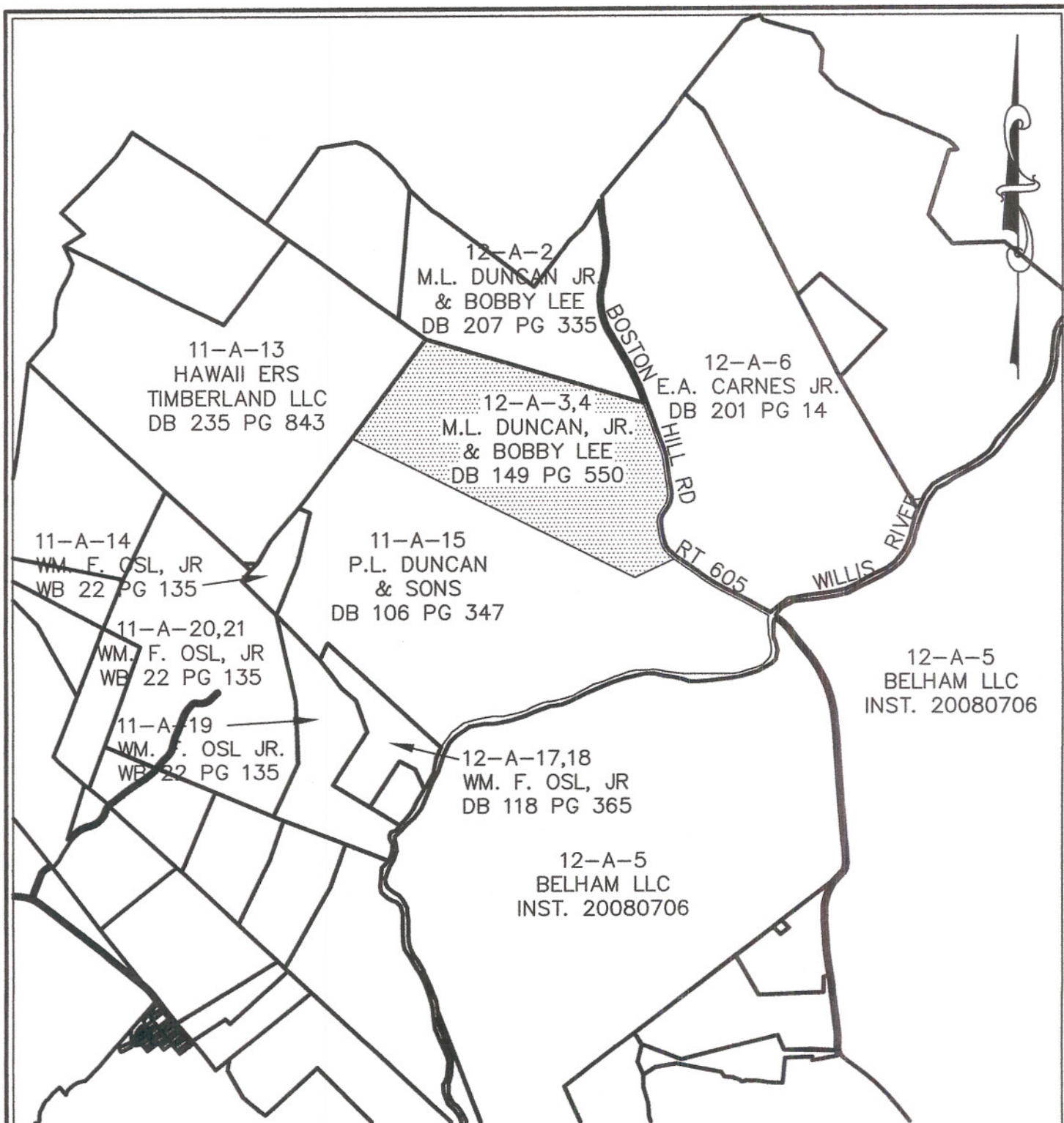
Thank you for your assistance regarding this application. Please contact me with any questions or comments you may have.

Sincerely,

F. Philip Parker, Jr., P.E.

cc: Mike Morris





PROPERTY LOCATION MAP

## BODATIOUS MOTORSPORTS CONDITIONAL USE PERMIT

*Parker Consulting, LLC*

12511 Hidden Oaks Court

Richmond, Virginia 23233

(804) 308-0483 (804) 308-2476 fax  
parkerllc@comcast.net

11

SCALE: 1" = 2000' DATE: 06/23/11

COMPUTED BY: FPP

DRAWN BY: FPP

CHECKED BY: \_\_\_\_\_

BODATIOUS





AERIAL VIEW

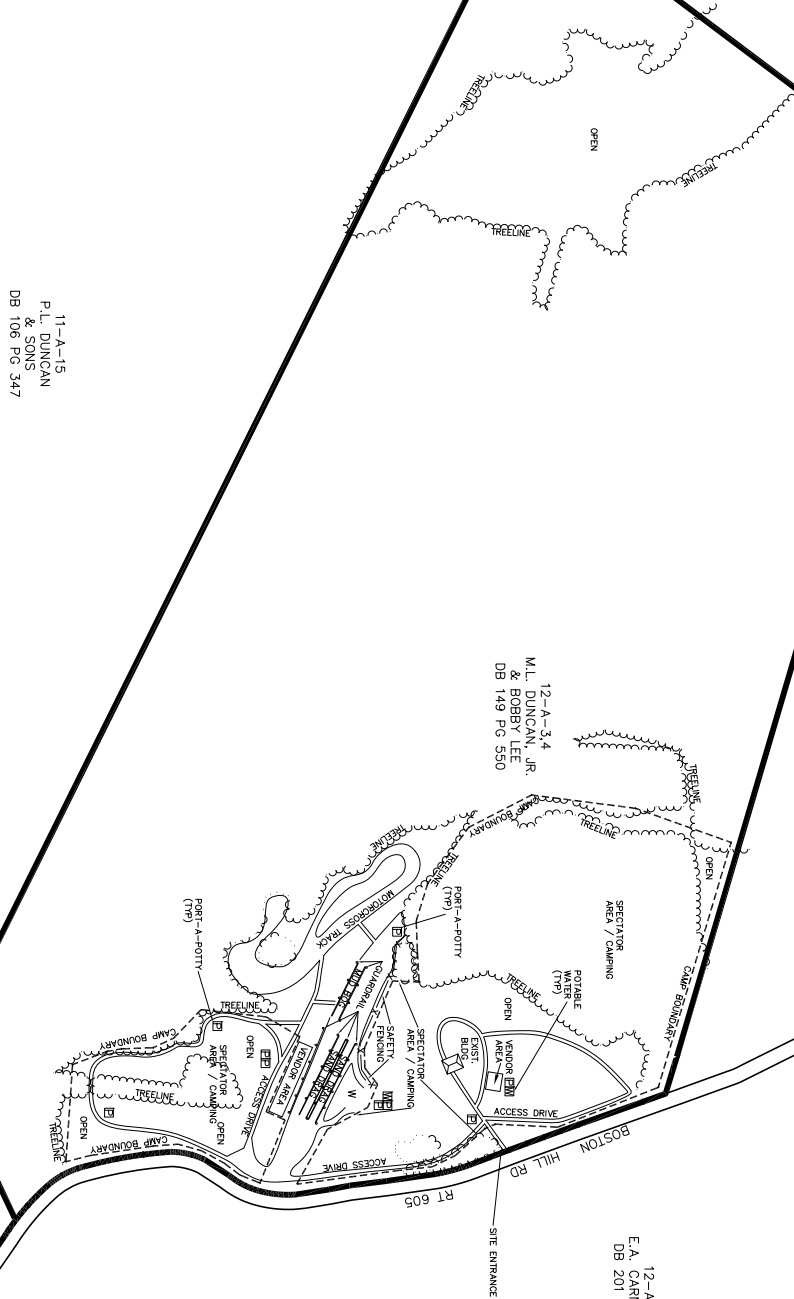
# BODATIOUS MOTORSPORTS CONDITIONAL USE PERMIT

**Parker Consulting, LLC**  
12511 Hidden Oaks Court  
Richmond, Virginia 23233  
(804) 308-0483 (804) 308-2476 fax  
parkerllc@comcast.net

SCALE: 1" = 1000' DATE: 06/23/11  
COMPUTED BY: FPP DRAWN BY: FPP  
CHECKED BY: \_\_\_\_\_ BODATIOUS



11-A-15  
P.L. DUNCAN  
& SONS  
DB 106 PG 347

[illegible]

SCHEMATIC LAYOUT  
BODATIOUS MOTORSPORTS  
CONDITIONAL USE PERMIT

CUMBERLAND COUNTY, VIRGINIA

Parker Consulting, LLC

12511 Hidden Oaks Court  
Richmond, Virginia 23233

(804) 308-0483 (804) 308-2476 fax  
parkerllc@comcast.net

## Draft of Zoning Conditions for the Bodacious Motor Sports Complex

1. **Terms and definitions:** For the purpose of this conditional use permit, the following terms shall have the following meaning and no other:
  - a. “*Property Owner*” shall mean the person, persons or group that owns the following Cumberland County Tax Map parcels and as reflected on the attached map (Exhibit A).
  - b. “*Property*” shall mean the property identified as the following Cumberland County tax Map Parcels and as shown on the map entitled Exhibit A.
  - c. “*Main Events*” shall mean an event that occurs over a Friday, Saturday and Sunday period that lasts no more than 60 consecutive hours.
  - d. “*Special Events*” shall mean any event other than main events.
  - e. “*Motor Sports Complex*” shall mean an outdoor sports complex containing race track(s) suitably constructed to provide for public viewing of motor vehicle racing.
  - f. “*Restricted Areas*” shall mean areas where spectators shall not be permitted.
  - g. “*Club*” shall mean the Virginia 4 Wheel Drive Conversion Club or their successor.
  - h. “*Club staff*” shall mean the members of the Club who facilitate and manage Main Events. Such individuals shall clearly identifiable by special shirts, uniforms, armbands or other methods.
2. **Events permitted:** No more than three (3) Main Events shall be allowed in any calendar year and may only be held during the months of April through September. Additional events may be permitted by amendment to the conditional use permit.
3. **Noise and quiet hours:** Motor sports events and club sponsored activities shall only take place between the hours of 9:00 A.M and 12:00 A.M. Quiet hours shall be enforced by club staff from 12:00 A.M. to 9:00 A.M. Any noise during quiet hours resulting from any event or club sponsored activity on the Property shall not exceed a noise level of 70 decibels for any continuous 60 second period. If Cumberland County receives any complaints from adjacent property owners regarding noise levels during quiet hours or upon its own investigation discovers upon inspection that the noise levels exceed what is allowed during quiet hours, the Owner shall be given a warning for the first offense and shall not have another noncompliant event throughout the year. If the Owner violates the noise standards within the warning period, then the County reserves the right to: A) restrict events until the Property is brought back into compliance with the noise standards, B) fine the Owner \$500.00 and/or C) require noise reducing measures to be installed immediately at the cost of the Owner. For any offense after the first offense, the Owner shall A) pay a fine of \$1,000.00, B) have operation hours restricted until the Owner can bring the Property into compliance with the noise standards and C) must install any necessary noise reducing measures to come into compliance with the noise standards.
4. **Alcohol consumption:** All alcohol consumption on the Property shall follow the rules and regulations of the Virginia Alcohol and Beverage Control Board. Any individual consuming alcohol that is under the age of 21 shall be promptly expelled from the



Property. Drivers and crew members are not permitted to consume alcoholic beverages while racing. Alcohol beverages shall not be allowed in Restricted Areas.

5. **Method and manner of entry:** (contingent on condition 4) All attendees must enter the Property by using the entrance on Boston Hill Road. No other entry point shall be permitted. Every individual requesting entry into the Property shall provide a valid ID showing their date of birth. Both hands of individuals under the age of 21 shall be clearly marked with black permanent marker to indicate they cannot consume alcohol. Staff shall re-mark the hands of individuals if the ink fades over the course of the event.
6. **Prohibited items and activities:** The following shall be prohibited:
  - a. Fireworks
  - b. Firearms, knives or other weapons
7. **Camping and overnight parking:** Camping shall only be permitted in designated areas as permitted by the Virginia Department of Health. Camping and overnight parking of vehicles shall only be permitted on Friday and Saturday nights.
8. **Security:** One trained security officer, certified by the local sheriff, per every 100 people is required throughout the main event. One Emergency Medical Technician or off-duty fire and rescue personnel is required during all motorsports activities. If only one medical staff member is present and they become unavailable, then all motorsport activities must be discontinued until they can return to standing by for that event.
9. **Parking:** All spectators shall park in designated parking areas.
10. **Event signage:** Proper signage for parking and for entering and exiting the site, along with traffic control measures are required. At least two 24"x36" brown or green signs with white text that are professionally made shall be displayed at the entrance and near the race track stating the rules and regulations.
11. **Spectator safety:** All motor sports areas shall guardrails and spectator areas shall be setback a minimum of one hundred feet from the mud bog pit. All spectators must remain within the designated area during the event. Staff, emergency services, and event competitors are the only exception to this condition.
12. **Participant safety:** All trucks, cars and other motor vehicles used in race events and other competitions shall have the proper safety equipment and devices and shall comply with club rules. No child under the age of 12 shall be permitted to participate in any race event without parental consent. Children under 12 participating in race events shall be limited to race vehicles with no larger than a 90 cubic centimeter engine.
13. **Garbage disposal:** The Owner shall remove all trash created by the event from the property within 72 hours, weather permitting, and shall dispose of such garbage at approved locations.

14. **Water & sewage service:** Drinking water and toilet facilities shall be provided as required by the Virginia Department of Health.
15. **Outdoor light control:** Lighting shall not constitute a nuisance and shall not produce glare or otherwise spillover onto adjacent properties. All outdoor lighting shall be fully-shielded fixtures that direct light towards the ground and not upwards.
16. **Site planning:** A final site plan shall be submitted and approved by the Zoning Administrator prior to initiating the use.
17. **Liability insurance:** The Owner or Applicant shall make every effort to obtain and keep a liability insurance policy in the amount of \$1,000,000 in as short a period as possible. A minimum policy of \$300,000 is required.
18. **Compliance with laws, rules and regulations:** All operations shall be conducted in compliance with all current applicable federal, state, and county laws, rules and regulations and the Owner shall perform all testing and monitoring required by applicable regulation.
19. **Accessory uses:** The location of any use that may be accessory or ancillary to the primary use of the Property shall be shown on the final site plan. Such accessory uses may include small-scale sale of items to the general public. Any such use that is located outdoors shall be screened and meet all requirements set forth in the conditions contained herein.
20. **Additional uses and changes:** Any substantial changes (as determined by the Zoning Administrator) in the use of the Property by the Owner over what has been permitted by this Conditional Use Permit shall require an amendment to this conditional use permit. Substantial changes can include, but are not limited to, changes or additions to the use of the property that would increase the amount of traffic, parking, outdoor lighting, noise, particulate emission, water usage or have other similar impacts.
21. **Right to inspect:** The Board of Supervisors, or their designated representative, has the right to inspect any activity or event governed by this permit for compliance with these conditions at any time.
22. **Permit Renewal:** The Applicant or Owner shall be required to renew this permit through the Zoning Administrator every four years. The Zoning Administrator may request Planning Commission or Board of Supervisors review of the permit renewal. If the Owner or Applicant fails to renew the permit every 4 years this Conditional Use Permit shall be considered invalid and all events allowed by this permit shall cease.
23. **Revocation of permit:** Violation of any of these terms and conditions may be grounds for revocation of this conditional use permit by the Board of Supervisors. This Conditional Use Permit shall remain in effect for the period of time that the Owner owns the Property provided that all required conditions are adhered to; however, any



amendment to this Conditional Use Permit or subsequent Conditional Use Permit regarding the same or similar recreational events on the Property shall take precedence when there shall be any conflicting conditions; at any time that the Owner shall no longer retain ownership of all the Property, this Conditional Use Permit shall be considered invalid within one year and all events allowed by this permit shall cease.

DRAFT

## COMPREHENSIVE PLAN DRAFT PHASE II

### **Housing Resources**

Adequate, safe and affordable housing is a basic need for a community. Sufficient housing in good condition provides more desirable living conditions and has a higher value.

In addition, adequate housing can be a determining factor in attracting new industry. When industry relocates, it often brings new workers into a community. If sufficient and appealing housing exists, it facilitates the relocation of new personnel.

This section will examine housing in Cumberland County by type, quality, vacancy rate and household characteristics, such as household size and race. Public policies (local, state and federal) that affect the cost and location of housing will also be reviewed. While the provision of housing units is largely the responsibility of the private sector, which includes builders, developers, realtors, bankers and others, there has always been a close interdependence between the public and private sector in meeting the housing needs of a community. An analysis of the above factors should provide a broad base for future decisions. Data from this section was obtained from the 2010 U.S. Census of Population.

### ***Housing Units***

The U.S. Census Bureau defines a housing unit as "a single-family house, townhouse, mobile home or trailer, apartment, group of rooms, or single room that is occupied as a separate living quarters or, if vacant, is intended for occupancy as a separate living quarters." Separate living quarters are those in which the occupants do not live and eat with other persons in the structure and which have (1) direct access from outside of the building or through a common hall or (2) complete kitchen facilities for the exclusive use of the occupants. Group quarters such as boarding houses, jails, dormitories and hospitals are not counted as living units.

Table XX shows that housing units in Cumberland County increased from 4,085 units in 2000 to 4,626 units in 2010. Homeownership is high in the County, with an average of 75 percent of the homes owner-occupied. Owner-occupied homes have remained stable during the past decades, increasing 9 percent between 2000 and 2010. However, the overall vacancy rate has increased from 13.6 percent in 2000 to 13.9 percent in 2010.

**TABLE XX**  
**Housing Unit Characteristics**  
**Cumberland County**

	<u><b>1990</b></u>	<u><b>2000</b></u>	<u><b>2010</b></u>	<u><b>Change from 2000 to 2010</b></u>
Total Housing Units	3,170	4,085	4,626	+ 541 (13.2%)
Population in Group Quarters	46	36	37	+ 1 (2.8%)
Occupied Housing Units	2,813	3,528	3,980	+ 452 (12.9%)
Owner Occupied	2,231	2,722	2,992	+ 270 (9.9%)
Renter Occupied	582	806	988	+182 (22.6%)
Vacant For seasonal, recreational or occasional use	357 131	557 141	337 186	- 220 (60.5%) - 45 (31.9%)
Homeowner Vacancy Rate	1.2%	1.6%	.9%*	-.7%*
Rental Vacancy Rate	6.9%	5.1%	N/A*	N/A*
<b>Source: 1990, 2000 and 2010 U.S. Census of Housing</b>				

\*5 year estimate (2006-2010)

### ***Structural Types***

The predominant housing type in the County, and throughout Southside Virginia, is single-family homes. However, with the rapidly rising housing costs and the trend toward a smaller household size, it is predicted that there will be an increased demand for multi-family units and manufactured homes.

Manufactured homes reflect an effort to provide housing that is more affordable than the average single-family dwelling. Manufactured homes do represent a potential solution for at least part of the affordable housing demand. However, as a housing strategy they present a variety of fiscal and aesthetic trade-offs, including the potential long term value depreciation of the structures and the potential cumulative visual impact that scattered, unplanned units can have on the County's scenic, rural landscape.

### ***Housing Quality***

Indicators of housing conditions selected for this analysis include overcrowding, low value, age and units lacking adequate water and sewer facilities. The existence of one or more of these conditions does not mean that a home is unsuitable for occupancy, but may indicate serious inadequacies such as structural obsolescence,



deterioration, and the potential for health and safety problems. Table XXI contains statistics on various indicators of housing quality listed in the U.S. Census in 2000 and 2010.

<b>TABLE XXI</b> <b>Selected Measures of Deficient Housing Conditions</b> <b>Cumberland County</b>		
	<b><u>2000</u></b>	<b><u>2010</u></b>
Total Year Round Housing Units	4,085	4,626
Units Lacking Complete Plumbing	59	45*
Units Lacking Complete Kitchen Facilities	41	10*
Occupied Housing Units	3,528	3,980
Occupied		
Below \$50,000	152	317*
Value Between \$50,000 - \$99,000	859	606*
Average Contract Rent	\$358	N/A*
<b>Source: 2000 and 2010 U.S. Census of Housing</b>		

\*5 year estimate (2006-2010)

As can be seen from the table, Cumberland County has seen a dramatic drop in the number of housing units that lack simple amenities – complete plumbing (a drop of over 23.8 percent), and complete kitchen facilities (a decrease of more than 75.7 percent).

A limited stock of subsidized housing is available nearby, in Farmville.

### ***Cumberland County Governmental Policies***

Residential development in the County is regulated by its Zoning Ordinance, first adopted in 1969 and amended on a regular basis since then.

The County has also adopted the Virginia Uniform Statewide Building Code, which sets standards for the construction, alteration, adoption, repair, removal, use, location, occupancy and maintenance of all buildings. This code is administered by the County's building inspector.

Residential real estate taxes, a major source of local revenues, are set at \$0.68 per \$100 for 2012.

## **Transportation**

### ***Introduction***

In analyzing transportation facilities there are several factors that should be considered for Cumberland County. Safety and efficiency are of paramount concern for any transportation system. People want to transport themselves and their goods in the shortest period of time with the knowledge that they will arrive at their

destination safely. Another concern is the relationship between the transportation system and land use. Certain land uses, such as industrial, require greater transportation facilities than others. Also, the location of transportation facilities can determine the use of land. Finally, it is important that the perceived transportation needs and desires of County residents be met.

### ***Summary of Major Changes***

#### ***Roadways***

The transportation system of Cumberland County consists primarily of its roadways and a small airport. The major roadways in the County are:

- U.S. Route 60, a two-lane undivided high volume arterial passing through Cumberland County from west to east. For approximately three (3) miles west of Cumberland Court House, it is a five-lane road with a center turning lane.
- Virginia Primary Route 45, a two-lane undivided roadway that runs north-south through the County. This highway starts in the Town of Farmville and runs north, through Cumberland Court House and Cartersville, and into Goochland County.
- Virginia Primary Route 13, a two-lane undivided highway that starts just east of Cumberland Court House and runs east into Powhatan County.

In June 2003, the County was awarded \$40,000 in Rural Transportation Planning Grant funds for a study of the Route 60 Corridor through Cumberland Court House. The project was a planning and conceptual design study to address traffic, access management and safety issues for a three-mile stretch of U.S. Route 60 from Route 45 to Route 622. Although the study's final report that recommended a two-lane "chicane" (a segment of roadway with a gradual "s" curve), gateway "splitter" landscaped medians, and bicycle lanes along U.S. 60 in the village, was released in October 2004, there has been no further action to complete this project. See Figure I, on page \_\_\_\_\_, for a conceptual drawing of the proposed improvements.

#### ***Maintenance***

The Virginia Department of Transportation (VDOT) maintains and provides maintenance funds for the Cumberland County's road system. The criterion for the amount of funding depends on whether a road is classified as primary or secondary. Primary roads are a statewide network connecting cities, towns and other points of interest. They include all roads with state and federal route numbers below 600 and numbered roads that serve as extensions to primary roads. All other public roads in the area are secondary roads.

There are nine (9) construction districts in the State. The County of Cumberland is included in the Lynchburg District. This District covers a total of ten (10) counties, which include: Amherst, Appomattox, Buckingham, Campbell, Charlotte, Cumberland, Halifax, Nelson, Pittsylvania and Prince Edward.

### ***Highway Functional Classification Plan***

According to the Statewide Highway Plan for 2010, highway functional classification is a grouping of highways into systems according to the character of service that they are intended to provide. Virginia Department of Transportation definitions for the rural road classifications are as follows:

Principal Arterial – These highways provide an integrated network of roads that connect principal metropolitan areas and serve virtually all urban areas demands such as statewide and interstate travel.

Minor Arterial – These highways link cities and large towns and provide an integrated network for intrastate and intercounty service. They supplement the principal arterial system so that geographic areas are within a reasonable distance of an arterial highway. They are intended as routes that have minimum interference to through movement.

Major Collector – These highways provide service to any county seat, large towns or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intracounty travel corridors.

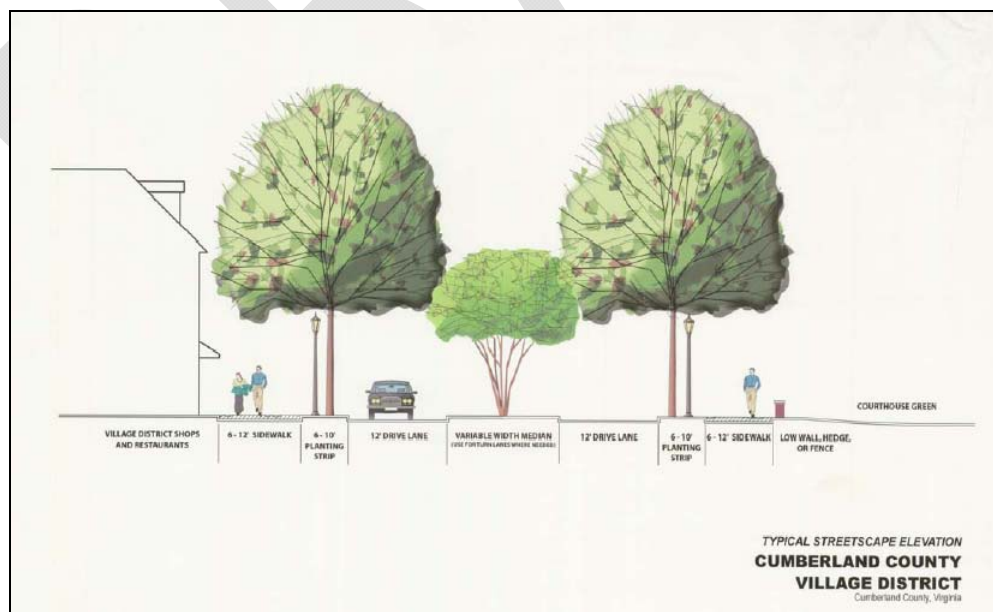
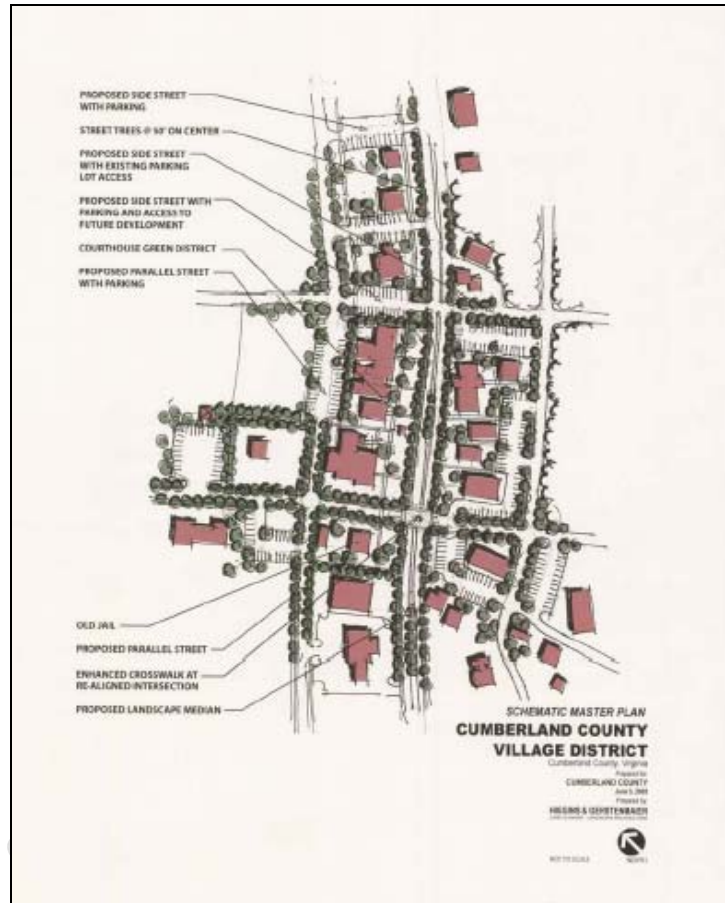
Minor Collector – These highways collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to small communities and link important local traffic generators with the rural areas.

Local – These roads provide access to adjacent land and serve travel of short distances as compared to the higher systems.

Map \_\_\_\_\_ indicates the basic highway network in Cumberland County classified by VDOT by function in consideration of future travel demand patterns within the County and to and from the north, south, east and west directions of the County Line.



**Figure I – Proposed Improvements along U.S. 60 in Cumberland Court House**



**Drawings by Draper Aden Associates**

## ***Virginia Department Highways and Transportation Plans for Road Improvements***

The Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation, through the Commonwealth's Transportation Board, promulgates the Virginia Transportation Development Plan, formerly known as the Six Year Improvements Program. This plan is updated annually and is divided into two (2) sections for developing highway projects. In the first section, the Feasibility phase, various studies are required by federal and state laws and regulations. During this phase, the scope, schedule and budget of a project are at their most tentative and significant delays often occur. In the second section, the Capital Improvement Program phase, projects are refined and going forward to construction. The plan also includes information on all roadway systems, except secondary roads. Projects in Cumberland County under the 2005-2010 plan include improvements to Route 45 south of Cartersville and a replacement of the Route 45 Bridge at the Appomattox River, known as the Cumberland Bridge. This bridge, located in the Town of Farmville, separates Cumberland and Prince Edward Counties. The plan is currently being updated and will be available at VDOT's website (<http://www.virginiadot.org>).

### ***Traffic Volumes***

Daily traffic volume estimates on major roadway segments in Cumberland County for 2007, 2009, 2011 can be seen in MAPS \_\_\_\_ thru \_\_\_\_\_. The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along roads and highways. From these data, estimates of the average number vehicles that traveled each segment of road are calculated. Data for all other secondary roadways within the County for these periods and others can be seen at <http://www.virginiadot.org/info/ct-TrafficCounts.asp>

### ***Future Traffic Projections***

Roadways linear traffic projections for roadways in Cumberland County for 2015 to 2040 can be seen in TABLE \_\_\_\_ on Pages \_\_\_\_\_. The Virginia Department of Transportation determined these projections on a linear regression analysis. The percentage growth was based on a percentage growth/declines based on historical traffic data.

Those road sections with an annual growth of 0 assume a negative or level trend, with no growth. Road segments from 0 to 0.1 are considered standard, with only a marginal projected growth. Road segments with 0.1 to 0.2 growth rate are considered stagnate (mid-range), with some growth anticipated. Road segments with a greater than 0.3 growth rate are areas where significant growth is anticipated. The County will want to keep an eye on these areas for future study.

## ***Capacity Analysis (Levels of Service)***

Levels of service are often used as measures of system performance in transportation planning analysis and to define public policy concerning highway performance. They are also used in traffic impact analyses to determine local traffic impacts of proposed development. Definitions of level of service differ for intersections and roadway segments. Where intersections are closely placed, traffic signals usually govern arterial and roadway capacity. **EXAMPLE:**

To evaluate the ability of a roadway or intersection to accommodate traffic, capacity analysis is conducted using a.m. and p.m. peak hour volumes. On roadways, capacity is graded by Level of Services. With A as the highest and F as the lowest, service levels decline as traffic volumes and vehicle delays increase. VDOT defines levels of C or better as indicating adequate service. A current Level of Service Map for roads in Cumberland County in **YEAR** can be seen in **MAP** \_\_\_\_\_. A future Level of Service Map for roads in Cumberland County in 2035 can be seen in **MAP** \_\_\_\_\_.

## ***Safety***

Annually, the Traffic Engineering Division of the Virginia Department of Transportation monitors and summarizes motor vehicle accidents that occur along identified road sections. Road interests, for the purpose of this analysis, will include major road intersections in the County (**Identify intersections**) – See **TABLE** \_\_\_\_\_.

## ***Transportation Issues***

Highways and roads are critical links in people's lives, as well as the communities they inhabit.

As part of the Commonwealth Regional Council's Rural Transportation Program, a Rural Long-Range Transportation Plan for the region has been developed. During the data-gathering phase, CRC staff met individually with each participating County (which included Cumberland County in **(MONTH, YEAR)**) to acquire this data. From the meeting with Cumberland County, the following local transportation issues were noted (**also see MAP** \_\_\_\_\_):

## **NOTE FINDINGS**

## ***Bridges & Culvert Conditions***

Within the State of Virginia, there are 20,000+ bridges and culverts that are designed, constructed and maintained with the best in professional care. Of those 20,000+ bridges and culverts, approximately \_\_\_\_\_ of them are located in Cumberland County. Bridges require long-term investment to ensure that they remain safe.



Since the I-35W bridge collapse in Minneapolis over the Mississippi River in August 2007, the term “structurally deficient bridge” has entered into the minds of many people. “Structurally deficient” does not mean “unsafe”. The term comes from the National Bridge Inspection Standards (NBIS) which was established during the 1960s as a result of a major bridge collapse. NBIS is a standard system of rating bridges for constancy in all state and municipalities and on federal facilities.

The term structural deficiency is applied when the condition of one or more of three components—bridge deck, superstructure, or substructure—receives a rating of 4 or less on a scale of 0-9, with 9 being the best rating. These ratings result from biennial (and in some cases more frequent) bridge inspections in Virginia.

If any of the bridge’s three components receives a rating of 4 or less, it triggers priority status for maintenance and repair of that component. Funds then are allocated to fix the problem, and weight restrictions are also imposed. If the problem requires immediate attention, traffic restrictions also are imposed.

Shown in **TABLE 1** are the bridges and large culverts located in Cumberland County and their conditions per the Virginia Department of Transportation (VDOT) Bridge Inspection. An explanation of the table is as follows:

#### *Bridge Inspection Definitions*

**What are “general condition ratings?”** According to the National Bridge Inspection Standards (NBIS), condition ratings are used to describe an existing bridge or culvert compared with its condition if it were new. The ratings are based on the materials, physical condition of the deck (riding surface), the superstructure (supports immediately beneath the driving surface) and the substructures (foundation and supporting posts and piers). General condition ratings range from 0 (failed condition) to 9 (excellent).

**Which bridges are included in the NBI system?** NBI structures are bridges or culverts that carry vehicular traffic and have an opening longer than 20 feet measured along the center of the roadway.

**What bridges are not considered part of the NBI system?** Non-NBI structures include bridges or culverts that carry vehicular traffic and are equal to or less than 20 feet measured along the center of the roadway.

VDOT exceeds the NBI standards by inspecting and documenting in our inventory all bridges regardless of their length and all culverts having an opening greater than 36 square feet.

**What is a “structurally deficient” bridge?** Bridges are considered structurally deficient if they have been restricted to light vehicles, closed to traffic or require rehabilitation. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is “structurally deficient” does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and maintained.

**How is “structural deficiency” determined?** The condition of different parts of a bridge is rated on a scale of 0 to 9 (with 9 being “excellent” and zero being “failed”). A structurally deficient bridge is one for which the deck (riding surface), the superstructure (supports immediately beneath the driving surface) or the substructure (foundation and supporting posts and piers) are rated in condition 4 or less.

**What makes a bridge structurally deficient, and are structural deficient bridges unsafe?** The fact that a bridge is “structurally deficient” does not imply that it is likely to collapse or that it is unsafe. A “deficient” bridge is one with some maintenance concerns that do not pose safety risk. A “deficient” bridge typically requires maintenance and repair and eventual rehabilitation or replacement to address deficiencies. To remain open to traffic, structurally deficient bridges are often posted with reduced weight limits that restrict the gross weight of vehicles using the bridges. If unsafe conditions are identified during a physical inspection, the structure must be closed.

**What is a “functionally obsolete” bridge?** A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.

A functionally obsolete bridge is similar to an older house. A house built in 1950 might be perfectly acceptable to live in, but it does not meet all of today’s building codes. Yet, when it comes time to consider upgrading that house or making improvements, the owner must look at ways to bring the structure up to current standards.

**What is a “fracture-critical” bridge?** A fracture-critical bridge is one that does not contain redundant supporting elements. This means that if those key supports fail, the bridge would be in danger of collapse. This does not mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design.

**What is a bridge’s “sufficiency rating”?** Sufficiency ratings were developed by the Federal Highway Administration to serve as a prioritization tool to allocate funds. The rating varies from 0 percent (poor) to 100 percent (very good). The formula considers structural adequacy, whether the bridge is functionally obsolete and level of service provided to the public.

**History of Federal Bridge Inspection Program** The Federal Bridge Inspection Program regulations were developed as a result of the Federal-Aid Highway Act of 1968 following the collapse of the Silver Bridge in Point Pleasant, West Virginia. The United States Secretary of Transportation established the National Bridge Inspection Standards (NBIS) to locate and evaluate existing bridge deficiencies to ensure the safety of the traveling public.

The 1968 Federal-Aid Highway Act directed the states to maintain an inventory of federal-aid highway system bridges. This was amended over time to establish criteria for NBIS bridges including:

- Defining the NBIS to bridges to those on the federal-aid highway system

- Requiring inspections of bridges longer than 20 feet on all public roads
- Expanding bridge inspection programs to include special inspection procedures for fracture-critical members and underwater inspection

### *Bridge Condition Code Key*

Per TABLE \_\_\_\_ shown on Pages \_\_\_\_, the following is the bridge condition code key:

<u>Code</u>	<u>Description</u>
N	NOT APPLICABLE
9	EXCELLENT CONDITION
8	VERY GOOD CONDITION No problems noted.
7	GOOD CONDITION Some minor problems.
6	SATISFACTORY CONDITION Structural elements show some minor deterioration.
5	FAIR CONDITION All primary structural elements are sound but may have some minor section loss (due to corrosion), cracking, spalling (deterioration of concrete surface) or scour (erosion of soil)
4	POOR CONDITION Advanced section loss, deterioration, spalling or scour.
3	SERIOUS CONDITION Loss of section, deterioration, spalling or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	CRITICAL CONDITION Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	"IMMINENT" FAILURE CONDITION Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.



### ***Public Transportation***

Residents in most of Cumberland County do not have access to public transportation, a common characteristic of the region as a whole. The Farmville Area Bus serves the portion of Farmville that extends into Cumberland County, but the rest of the County is unserved. There is also a Greyhound bus station in Farmville.

Services are extremely limited in Planning District 14, with vast areas and many communities not served by the limited transportation systems that do exist. Public transportation within the County would assist workers with transportation to and from work places.

### ***Rail Service***

Rail service has been a vital part of the region's economy in the past. However, the section that runs between Farmville and Burkeville (through Cumberland County) has been abandoned by its owner – the Norfolk Southern Corporation. Throughout 2004 and 2005, the Virginia Department of Conservation and Recreation held a series of meetings to present ideas and gather input from the public on converting this section, and other abandoned railroad lines in Central and Southside Virginia, into recreational trails through the Rails-to-Trails Program.

CSX Corporation owns a rail line that runs from Richmond to Lynchburg and points beyond. That line runs along the northern border of Cumberland County, in close proximity to Columbia and Cartersville.

### ***Airports***

The Farmville Regional Airport is a general aviation airport located in southern Cumberland County, 5 miles northwest of the Town of Farmville. The airport has planes to fly in for maintenance and work from as far as Baltimore and South Carolina. The Farmville Airport does not offer commercial flights. The airport currently has 35-based aircraft with 26 hangars. General aviation airports make important contributions to economic development in the state and in the local communities they serve. In 2010, Virginia's public-use general aviation airports contributed \$728 million in economic activity to the state economy. They were directly or indirectly responsible for 5,200 jobs with an annual income of \$213 million. According to the Virginia Department of Aviation Statewide Economic Impact Study, the Farmville Regional Airport contributes to 44 jobs, \$1.16 million in payroll and \$3.60 million in economic activity in the area.

- The airport has a runway length of 4,400 feet. The runway was expanded from its previous length of 3,200 feet in 1996. The Town of Farmville has

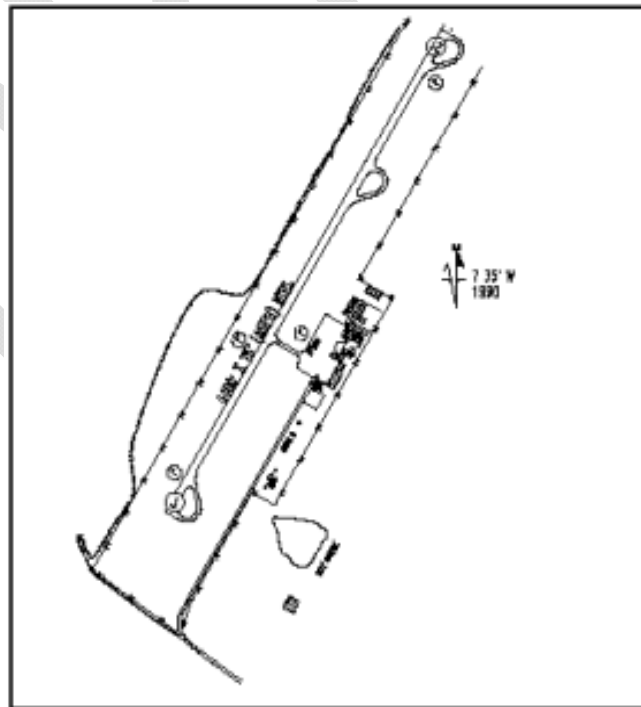
been successful in obtaining funds from the Federal and State Aviation Association for upgrades of the airport's facilities. Upgrade activities included the runway extension, installation of a new lighting system, terminal building, relocation of the Automated Weather Observing System (AWOS) and a 24 hour fuel servicing area.

The Town's current (2012) Capital Improvement Plan and the Airport Layout Plan consist of the following five phases, contingent on the availability of funding:

- AWOS relocation and obstruction removal – completed
- Land Acquisition – 2013
- Relocation and Access Road and Construction of Apron – 2016
- Remove Obstructions off airport, new Apron and Taxiway – 2017
- Design and Construction of Extended Runway 03/61 600' and widen 25' to 5,000' X 100' - 2019

The new Capital Improvements Plan for the airport includes an extension of the runway to 5,000 feet long (from 4,400 feet) and 100 feet wide (from 75 feet), and the construction of a T-hangar and associated taxiway. The extension is necessary to accommodate increased traffic and aircraft that cannot currently use the airport. Other projects in the new plan include a parallel taxiway and the addition of more hangars.

The proposed plan is divided into three phases, with a total cost of approximately \$10.5 million. It is estimated that state and federal funding will pay 98 percent of the total project cost, using aviation-related tax revenues.



**FARMVILLE REGIONAL AIRPORT - FVX**

The nearest commercial airline terminals are the Richmond International Airport, located east of the city of Richmond; the Lynchburg Regional Airport, located south of the city of Lynchburg; and the Charlottesville Regional Airport, located north of the city of Charlottesville.

### ***Piedmont Regional Bicycle Plan***

In June 2000, the Piedmont Planning District Commission prepared the Piedmont Regional Bicycle Plan in cooperation with the U.S. Department of Transportation, Federal Highway Administration and Virginia Department of Transportation. The project was funded by the FY 2002 Rural Transportation Planning Grant under the Rural Transportation Program. In order for any locality or region to be eligible for VDOT funding for highway projects, it will need to adopt appropriate sections of the Bicycle Plan as part of its comprehensive plan. Thus, the Cumberland County Comprehensive Plan incorporates the Piedmont Regional Bicycle Plan as part of this plan.

### ***Transportation Enhancement Program***

The Transportation Enhancement Program, through the Virginia Department of Transportation, offers broad opportunities and federal dollars to undertake unique and creative action to integrate transportation into communities and the environment. There are twelve (12) eligible enhancement project activity types.

The County is currently undertaking an enhancement project in the Courthouse village area. Transportation Enhancement funding from 2003 through 2006 totaled \$613,000. When completed, the project will incorporate landscape, lighting, street and parking improvements to the Courthouse Green area plus renovations to the Old Jail. Planned use for the former jail is a visitor center/museum. The overall goal of this project is to increase the economic viability of the courthouse area by making it a more attractive place to shop, to do business and to visit.

## **Natural Resources**

### ***The Land Surface***

Cumberland County is located in the Piedmont, characterized by rolling topography. The topographic relief of the area ranges from 200 to 500 feet above sea level. In general, the land surface slopes gently toward the southeast. A large part of the planning area falls within developable limits as far as topography is concerned; however, some hilly areas and strips along streambeds may present land slopes greater than fifteen percent (15 feet for each 100 feet horizontal), which may exclude development.

### ***Climate***

The County experiences a generally moderate climate (See Table XXII). The winters are fairly mild with an average high in January of 48°F and an average low



of 26°F. Summers are typically warm with temperatures in July averaging a high of 91°F and a low of 66°F. The chart below indicates the temperature and weather trends at Cumberland Court House. This information was obtained from the Weather Channel, 2013.

<b>TABLE XXII</b> <b>Monthly Averages and Records</b> <b>Cumberland Court House</b>												
	<a href="#">Jan</a>	<a href="#">Feb</a>	<a href="#">Mar</a>	<a href="#">Apr</a>	<a href="#">May</a>	<a href="#">Jun</a>	<a href="#">Jul</a>	<a href="#">Aug</a>	<a href="#">Sep</a>	<a href="#">Oct</a>	<a href="#">Nov</a>	<a href="#">Dec</a>
<b>Avg. High</b>	48°F	52°F	61°F	72°F	80°F	88°F	91°F	90°F	83°F	72°F	62°F	51°F
<b>Avg. Low</b>	26°F	27°F	34°F	43°F	53°F	62°F	66°F	65°F	57°F	44°F	35°F	28°F
<b>Mean</b>	37°F	40°F	48°F	58°F	67°F	75°F	79°F	78°F	70°F	58°F	49°F	40°F
<b>Avg. Precip.</b>	3.08 in	2.88 in	3.97 in	3.16 in	3.97 in	3.50 in	4.23 in	3.85 in	3.71 in	3.70 in	3.76 in	3.26 in
<b>Record High</b>	85°F 2002	83°F 2000	90°F 1998	98°F 2002	98°F 2006	101°F 2002	105°F 1999	107°F 2007	100°F 1998	96°F 2007	85°F 2003	81°F 1998
<b>Record Low</b>	-14°F 1987	-18°F 1996	3°F 1993	19°F 2002	29°F 2005	38°F 1997	45°F 2002	42°F 1986	34°F 1991	22°F 2001	12°F 2000	-6°F 1989
<b>Source: The Weather Channel, 2013.</b>												

Precipitation averages 3.59 inches a month, with a majority of rainfall occurring during spring and summer. Prevailing winds for the most of the year are from the south and southwest, while winter winds are from the north and northeast.

### ***Drainage***

Cumberland County is divided into two watersheds by U.S. Route 60, which runs east-west through the County. Most of the area north of U.S. Route 60 drains into the James River Watershed. The James River flows past Richmond and Williamsburg, and into the Chesapeake Bay. Most of the area south of the highway drains into the Appomattox River Watershed. The Appomattox runs through Farmville and along the border between Cumberland, Buckingham, Prince Edward and Amelia Counties, and flows into the James River south of Richmond.

### ***Mineral Resources***

Cumberland County is underlain primarily by igneous and metamorphic rock. Granite and related rocks occur in some parts of the County. Monazite, a phosphate of the rare earth, is found in saprolite derived from gneiss near Farmville.

In the past, sandstone was quarried near Farmville for use as foundation stone, and conglomerate near Trents Mill was quarried and crushed for roadstone. Sand and gravel have been produced for highway construction and maintenance. Also in the past, prospecting was done for mica and feldspar southwest of Cumberland Court House and for mica southwest of Duncan's Corner. Sulfide minerals and gold have been prospected near Cartersville. In addition, there is an abandoned gold mine located in the northern part of the County.

Clay materials have been produced for the manufacture of brick near Hawk. Coal of Triassic age occurs in the southwestern part of the County, and a small amount has been mined near Farmville. The abandoned Piedmont Coal Company produced coal for local use from the early 1960s until the early 1980s in the southern part of the County.

### ***Forests***

According to the local office of the Virginia Department of Forestry, Cumberland County had 135,560 acres of forestland in 1999, out of a total land area of approximately 192,000 acres (\* Based on an interpretation of available digital aerial photography). This represents approximately 70.6 percent of the County's total land area that consists of forest. The majority of the County's forestland is privately owned. A smaller amount is commercially owned, and a small amount – less than 20,000 acres – is state-owned (Cumberland State Forest).

### ***Farmland***

Map IV shows farmland classifications for Cumberland County as determined by the USDA Natural Resources Conservation Service.

### ***Soils***

Map V shows the general soil associations in Cumberland County. A soil association is a landscape that has a distinguishable proportional pattern of soils. It normally consists of one or more soils of large extent, and at least one soil of lesser extent, and is named for the most extensive soils. The soils in one association can occur in another, but in a different pattern.

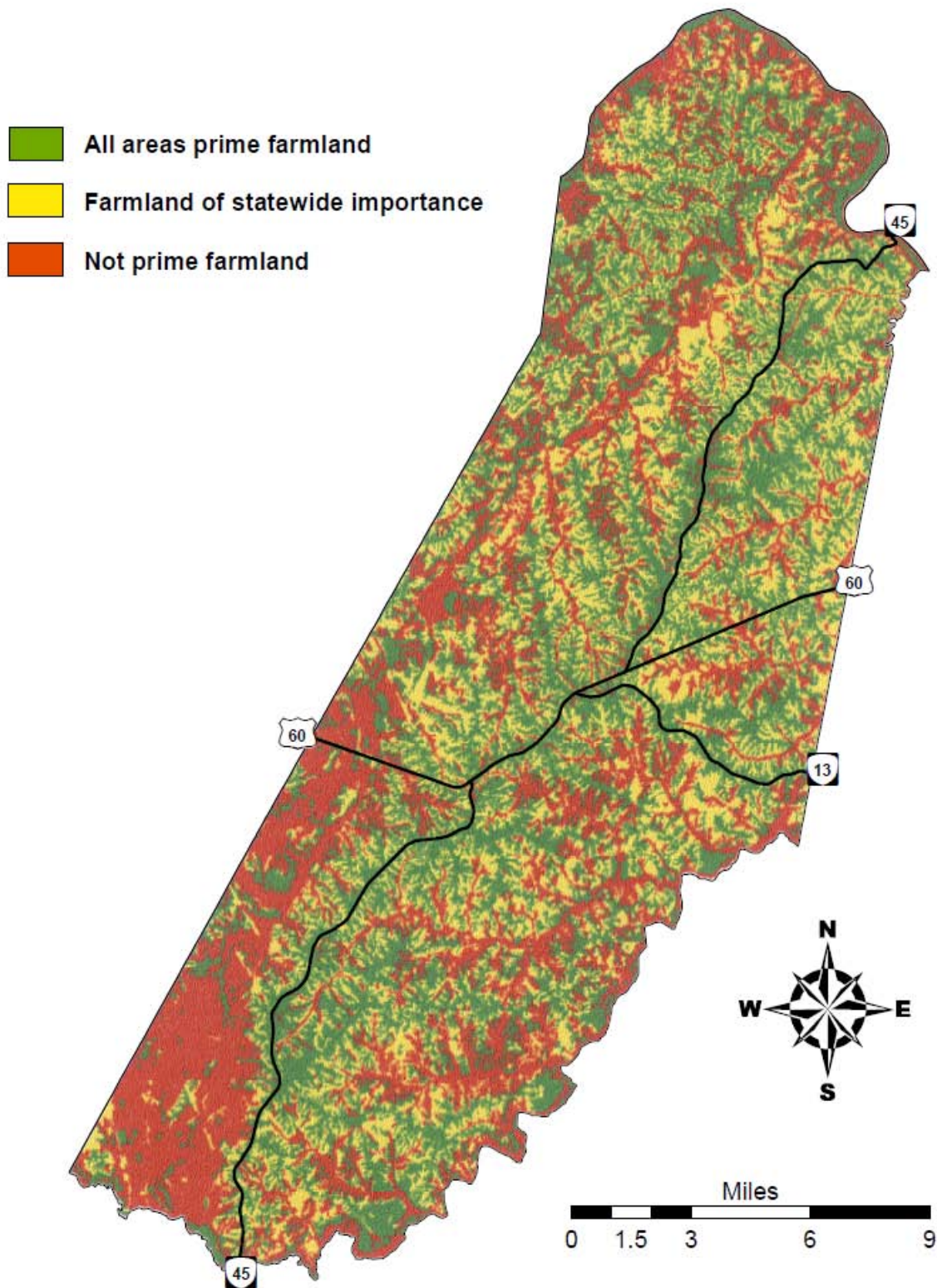
Some of the soil associations found in Cumberland County are discussed in terms of their suitability for ponds, lagoons, septic tank systems, and buildings.

- Sustainability for lagoons: Poindexter soils may present a problem because of rock within 40 inches of the ground surface. Chewcala is generally not suitable because it is subject to flooding. The other soils in the associations have moderate limitations because of seepage or wetness, or both. On-site investigations are necessary to determine suitability of the soil for a lagoon.

- Suitability for ponds: Generally, Appling, Dogue, Mayodan, Enon and Creedmoor soils are considered good for pond sites. Caution should be observed during construction not to dig down into the underlying rotten rock, which is usually at depths of 3 ½ to 7 feet or more. Cecil and Poindexter do not hold water well in many places, and a year-round flow from springs is best to insure a full pond. Chewcala is generally suited for ponds, but the hazard of flooding is a menace to the structure. Dogue soils usually are capable of holding water, provided the site is not dug down to a sand or gravel layer. On-site investigations are necessary to determine site suitability.
- Suitability for septic systems: Appling, Mayodan and Cecil soils are rated as having moderate limitations for septic fields on all slopes. On-site inspections are necessary, as a septic system placed below rotten rock that is soft and loose could pollute ground water. Poindexter and Enon soils have severe limitations because of the shallowness to rock. Creedmoor, Chewcala and Dogue soils also have severe limitations, because of a tight subsoil or high water table.
- Suitability for buildings: Appling and Cecil soils would have slight limitations on slopes of 7 percent or less, moderate limitations on slopes ranging from 7 to 12 percent, and severe limitations on slopes of more than 12 percent because of slope. These are deep well-drained soils, and landscaping can be accomplished fairly easily. Enon soils have plastic clay lower subsoils that may cause some swelling and shrinking upon wetting and drying. Borings need to be made to determine if the clay subsoil is plastic enough to take special precautions in building foundations. Because of this, it has severe limitations on slopes up to 7 percent, moderate limitations on slopes from 7 to 12 percent, and severe limitations on slopes over 12 percent. Special precautions to seal basements would apply to this soil.

More detailed soil information, including maps, data on soil properties and qualities, and suitability and limitation information for the different types of soils in the County, can be found on the web by going to <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx> and selecting Cumberland County, Virginia as the area of interest. Copies of the County's soil survey are also available at the Peter Francisco Soil and Water Conservation District Office, located in Buckingham County.

**Map IV – Farmland Classifications in Cumberland County**

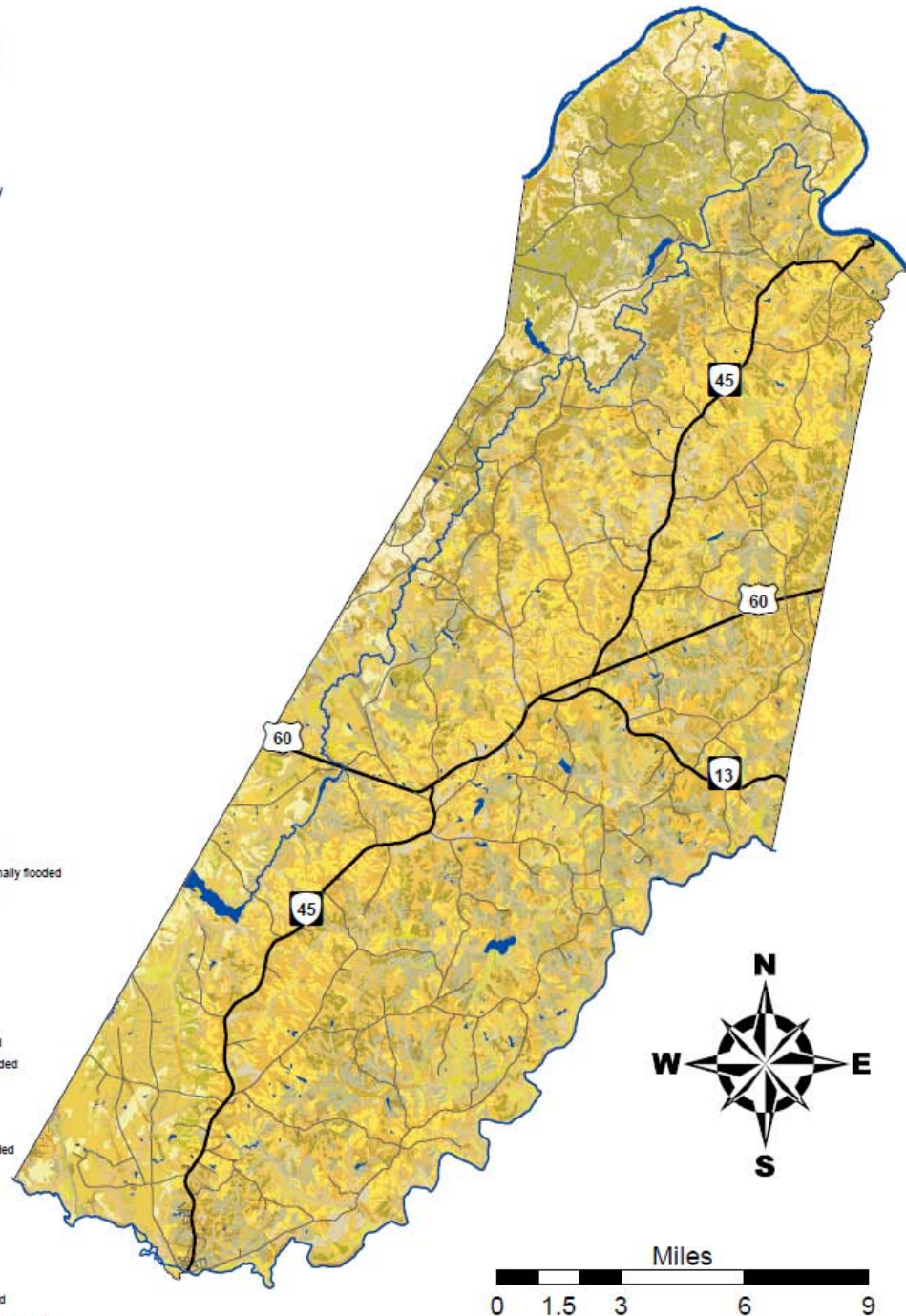
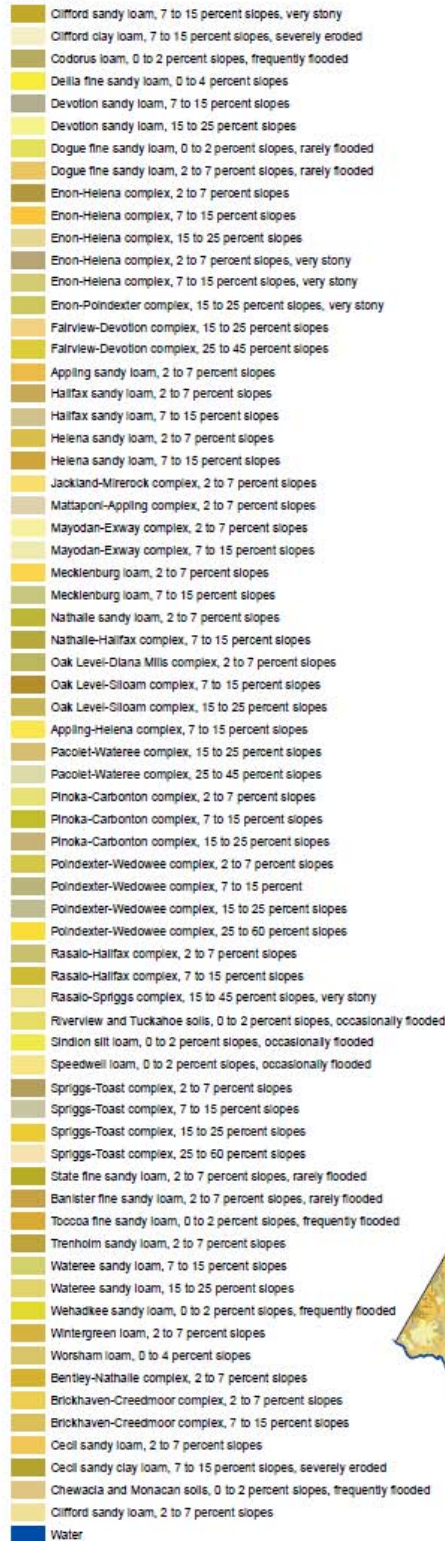


**Source: USDA Natural Resources Conservation Service**



## Map V – Soil Types in Cumberland County

### Soil Type



Map created by CRC (Original – August 2006; Update – February 2013)  
 (Source: USDA Natural Resources Conservation Service)  
 Community Facilities and Services

## ***Introduction***

Community facilities and services are made possible by individuals, families, businesses and industries working together to serve County residents through local government. The provision of such facilities and services is usually determined by the tax income that can be obtained from local population and businesses.

The following inventory analysis summarizes those public resources for which the government of Cumberland County has primary responsibility and control. However, it also considers other important resources and activities of other levels of government such as Federal and State agencies. In addition, some private or quasi-public facilities such as educational institutions and some utility systems are important resources for the local community and must be taken into account when analyzing the full range of public resources available to the citizens of the County.

## ***Administrative Facilities***

Cumberland County owns several buildings within the County. These include:

1. Cumberland County Courthouse Complex – Located in village of Cumberland Court House, on U.S. 60. This complex houses the historic Cumberland County Courthouse and related court buildings, the County offices, the Old Commonwealth Attorney's Office, and the Cumberland County Sheriff's Office.
2. Cumberland County Schools Complex – Located west of Cumberland Court House, on U.S. 60. This complex includes Cumberland Elementary School, Cumberland Middle School, and Cumberland High School.
3. Cumberland County Social Services and Extension Offices – Both are located on U.S. 60, just west of Cumberland Court House.
4. Cumberland County Probation Office – Located on U.S. 60, in Cumberland Court House.
5. Cumberland County Animal Pound – Located on Range Road in Cumberland Court House.
6. Southern Cumberland Volunteer Fire Department – Located on State Route 45, between Farmville and Cumberland Court House.
7. Thomas Chapel Voting Precinct Building – Located on Cartersville Road in Cartersville.

## ***Education***

*The Cumberland Public School System provides public education for County residents. Students from Cumberland County Cumberland Elementary School, Cumberland Middle School, and Cumberland High School, all located off U.S. 60 west of Cumberland Court House. In addition, some students attend Fuqua School, a private school located in the Town of Farmville that also serves grades pre-K through 12.*

*According to the Cumberland County Public Schools Superintendent's 2011-2012 Annual Report, a total of 1,478 students are enrolled in the County's three public schools. At the beginning of the 2011-2012 school year, 100 percent of schools in Cumberland County were fully accredited as a result of the 2011 Standards of Learning assessments. Cumberland County Public Schools continues to lead the region in on-time graduation rates, the number of advanced study diploma graduates, and the percentage of students earning an Associate's Degree before graduating from high school. Each year the Southern Regional Education Board (SREB) recognizes one middle school and one high school from each participating state for excellence in student achievement and student growth. Cumberland Middle School was selected as the outstanding middle school in the State of Virginia in 2011. **GRANTS?***

*The Cumberland School System features a comprehensive staff development program and tuition assistance to help staff members receive additional training. As a result of partnerships with colleges and universities, 80% of the school system's paraprofessional staff have received at least 15 college credit hours of training and more than 50% are taking additional courses. Each student at the high school is loaned a laptop, and students at all three schools have access to computers and computer labs. In addition, the high school and middle school are equipped with history labs and all three schools have math labs. The history labs are equipped with wireless laptop carts for use by teachers. Each cart includes a wireless laptop and LCD projector.*

### **Water /Sewer Service**

Cumberland County operates on a well water system with a water treatment plant and water storage tank located in the courthouse area. Waterlines serve customers along Anderson Highway (Route 60) west to the Cumberland Community Center and east to the Shell Station. Bear Creek Lake State Park is also served by county water. Future phases are planned for extensions along Anderson Highway east to Old Buckingham Road (Route 13) and north along Poorhouse Road (Route 728) to the Industrial Park.

The County has a public sewer system, and contracts with the Town of Farmville to treat its wastewater effluent.

Construction of Cobb's Creek Reservoir, a regional water supply reservoir, is planned to commence in the latter half of 2013. The reservoir will be wholly contained within Cumberland County and will be owned and operated by Henrico County. The reservoir site is located in the northwestern portion of the county between Cedar Plains Road (Route 604) and Columbia Road (Route 610). Reservoir components will include a main dam and saddle dam, James River withdrawal facilities, reservoir withdrawal facilities, and transmission mains. The projected safe yield of the reservoir will be approximately 47 million gallons per day (mgd) of raw water which will be divided among Henrico (up to 30 mgd), Powhatan (up to 10 mgd), and Cumberland (up to 7 mgd). Not only will Cobb's Creek Reservoir provide essential infrastructure for the County, it will also be a regional solution to water shortages when the James River has very little flow.

### ***Trash Collection***

Cumberland County does not currently provide trash or recyclable collection services for its residents. The County provides three (3) locations for residents to deposit trash and recyclables – The Randolph Convenience Center on Cumberland Road (Route 45) across from Garrett Rd, the Madison Convenience Center on Poorhouse Road (Route 728) and the Hamilton Convenience Center on Samuels Drive. These sites used to be landfills, which have been capped and closed. Cumberland County currently has a non-exclusive agreement with Van der Linde Recycling to have its solid waste transported their Material Recovery Facility in Fluvanna County where recyclable materials are separated from solid waste.

### ***Police Service***

The Cumberland County Sheriff's Office primary responsibilities include property protection, basic complaints and handling civil papers. In addition to the Sheriff's nine (9) deputies, four (4) dispatchers and one (1) administrative assistant staff the Department.

The State Police have primary responsibility over traffic investigations. Prisoners are transported to the Piedmont Regional Jail, in the Town of Farmville, for detention. In addition, the State Police will respond to calls for assistance. For better service, Cumberland County has established an emergency number (911), which can be accessed by citizens 24 hours a day.

### ***Fire Departments***

Cumberland County has three fire departments. They are the Southern Cumberland Community Fire Department, located on Route 45 at Randolph Road (just north of Farmville); the Cumberland Fire Department, located east of Cumberland Court House on Route 13 (Old Buckingham Road); and the Cartersville Fire Department, located on Route 45 in Cartersville. In addition, the Farmville Fire Department serves southern Cumberland County, in and around the Town of Farmville. The County's Fire Departments have mutual aid agreements with fire departments in Farmville, Prince Edward County, Buckingham County, Amelia



County, Fluvanna County, Goochland County, and Powhatan County. The County assists with funding for general operating expenses and the purchasing of new vehicles.

The Fire Departments have access to a regional fire fighting training facility located in Blackstone, in Nottoway County. This facility is used for personal training exercises. The Department provides safety educational programs for the general public and inspects residences, businesses and industries for fire hazards. The sheriff's dispatcher is available all day for emergency calls via the emergency telephone number 911.

### ***Rescue Squad***

Cumberland County has two (2) rescue squads: the Cartersville Rescue Squad, located on Route 45 just south of Cartersville; and the Cumberland Rescue Squad, located on Route 13 east of Cumberland Court House. The Prince Edward Rescue Squad also serves part of Cumberland County. The Cartersville and Cumberland Rescue Squads have a combined 76 active members, of which 33 are certified emergency medical technicians (EMTs) or above. The two squads also have a combined 34 auxiliary members (a new class, added in December 2004, denoting members who assist with fundraisers and perform other non-EMS functions). Volunteers teach CPR classes and first aid at local schools and industries.

Rescue squad service is provided 24 hours a day and the Cumberland County Sheriff's Department receives calls for assistance. The enhanced 911 number is available Countywide for those requiring emergency services. Patients are transported to hospitals in Farmville, Charlottesville, or Richmond.

### ***Recreation***

#### ***Sports/Community Activities***

The Cumberland Youth League provides a broad range of recreation opportunities for boys up to age 18 and girls up to age 19. Sports include baseball (age 4 and up), T-ball, soccer (age 5 and up), cheerleading, basketball and football. Most of the outdoor events are held at the Madison Ballfield, located on Route 13 east of Cumberland Court House. The basketball leagues hold their games at the Cumberland Community Center gymnasium.

Cumberland also offers adult programs including a softball and basketball league, a horseshoe tour, card playing groups, and annual trips.

Cumberland seniors can join a seniors group to participate in various activities such as bingo and other games and to plan and participate in an annual trip. The seniors meet on the second and third Wednesday of the month from 12PM to 3PM. The second Wednesday they meet at Madison Fire Station; on the third Wednesday they meet at Randolph Fire Station.

The Farmville Municipal Golf Course (formerly known as Brookleigh Golf Club, Heartland Golf Club, and Landing View Golf and Country Club before that), is located on Wedgewood Drive, near the airport. It is a nine hole course open to the public seven days a week. Services include a practice facility, junior size Olympic pool and Banquet/Meeting space for up to 300 guests.

### ***Tourism***

The [Cumberland State Forest](#) is located north of U.S. 60, west of Route 45, and bordered by the Willis River. This 16,222-acre area offers hunting, fishing, a sporting clay range, archery course, trails, a picnic shelter, and permanent campsites. It is the second largest state forest in Virginia, surpassed only by Appomattox-Buckingham State Forest (19,808 acres), according to the Virginia Department of Forestry.

Located within the Cumberland State Forest is [Bear Creek Lake State Park](#), a 326.4 acre area that offers camping, picnicking, swimming, boating, and hiking. Bear Creek Lake State Park is located about three miles northeast of Cumberland Courthouse nestled within the heart of the Cumberland State Forest. Many of the park's facilities including the lake were constructed by the Cumberland County Civilian Conservation Corps in the late 1930's. Bear Creek Lake opened to the public in June of 1940 and in 1962, reopened as Bear Creek Lake State Park.

The park's recreational activities center on the 40-acre lake which has a boat launch, fishing pier, boat rentals and a swimming beach. The park offers camping, cabins, a meeting facility, an archery range, lakeside picnicking, playgrounds, interpretive programs, hiking and access to a 14-mile multi-use trail in the state forest

In 2007 the park opened 13 new cabins and a linen facility on the west side of the lake, and a meeting hall on the beach side, which was part of the cooperative efforts between the Park and Cumberland County. In the same year the park also hooked up to Cumberland County's sewage and waterline and introduced a Bunkhouse to the group camp area. In 2009 Bear Creek Lake State Park became a part of the Virginia Landmarks Register and in 2012 the park was listed on the National Historic Register. In 2012 park attendance totaled 78,952 visitors, with an estimated economic impact of \$3,766,720.


There are boat landings on the James River at Columbia, at the Cartersville Bridge, and along the Willis River. The Appomattox River is accessible at the Appomattox River Bridge at Farmville. Organized canoeing trips are offered by the [Appomattox River Company](#), located on North Main Street in Farmville.

The county offers a number of biking trails for riders ranging from novice to experienced off-road rider. These scenic routes include hard-surface, dirt and gravel roads. A number of convenience and country stores can be found along the way. Maps VI, VI-a and VI-b on the next three pages, show biking and hiking trails in the County.

## Map VI – Cumberland County Biking/Hiking Trails

 Cumberland State Forest  
(see Map VI-a for more details)

 Bear Creek Lake State Park  
(see Map VI-b for more details)

 High Bridge Trail

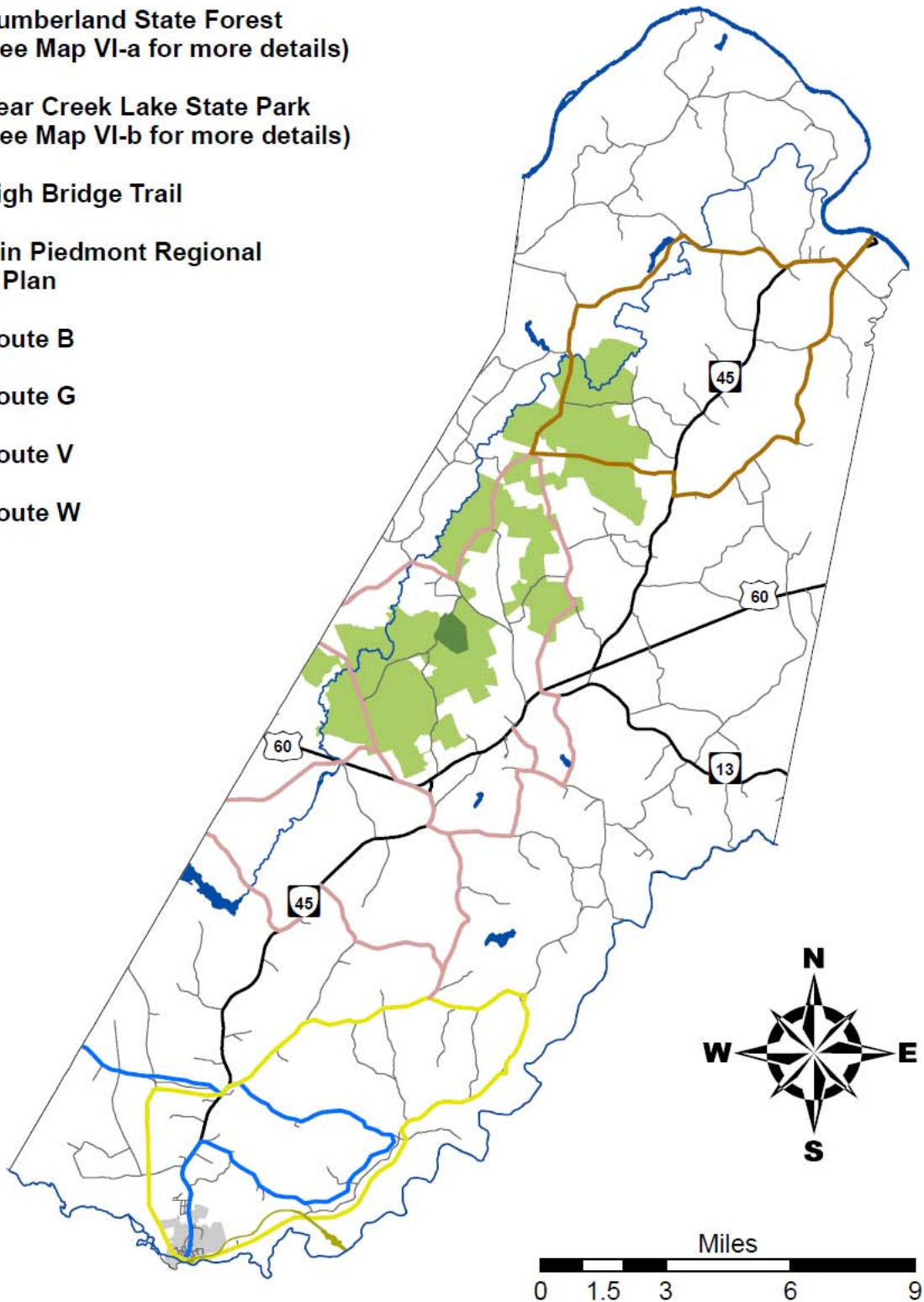
### Routes in Piedmont Regional Bicycle Plan

 Route B

 Route G

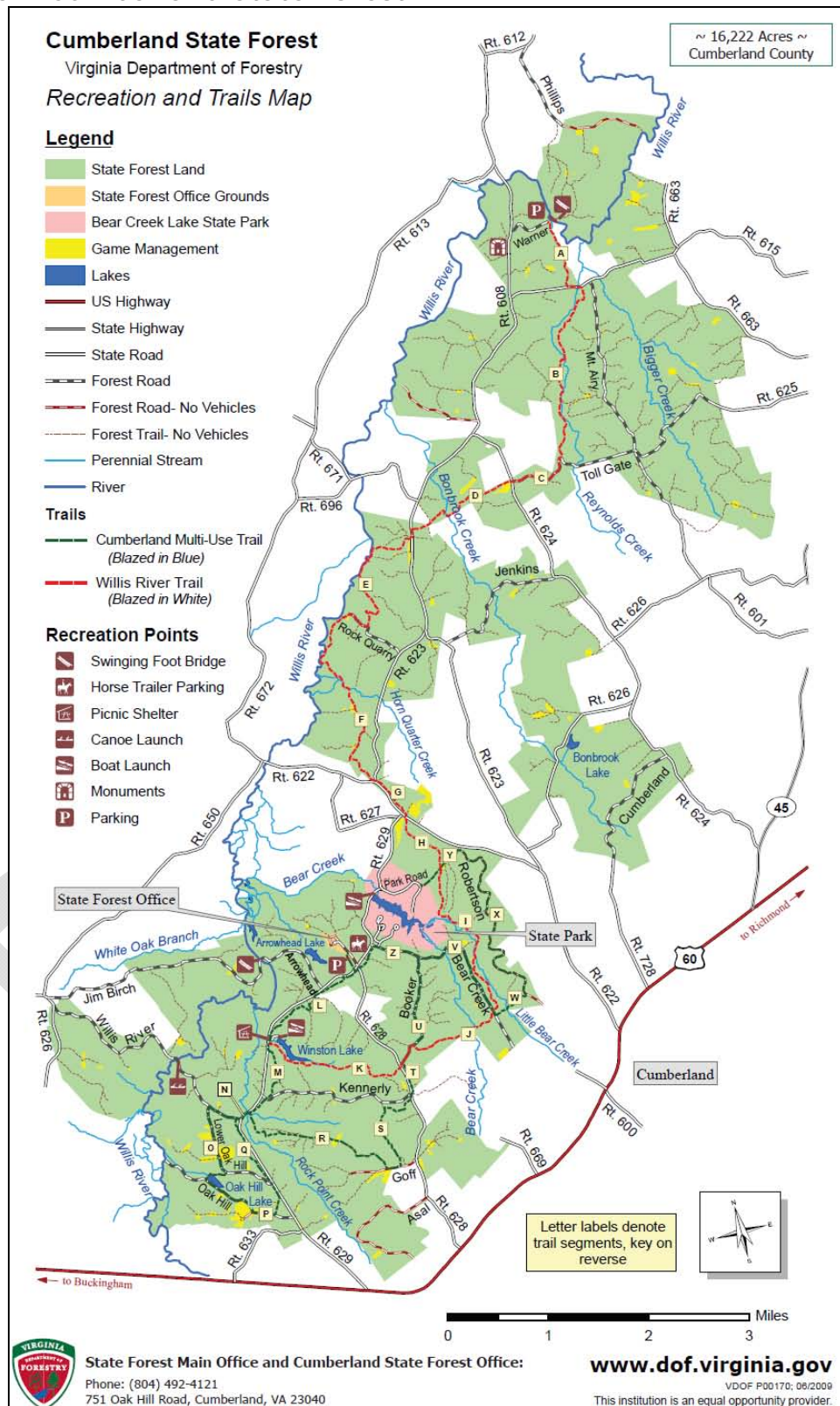
 Route V

 Route W



Map created by CRC (Original – August 2006; Update – February 2013)

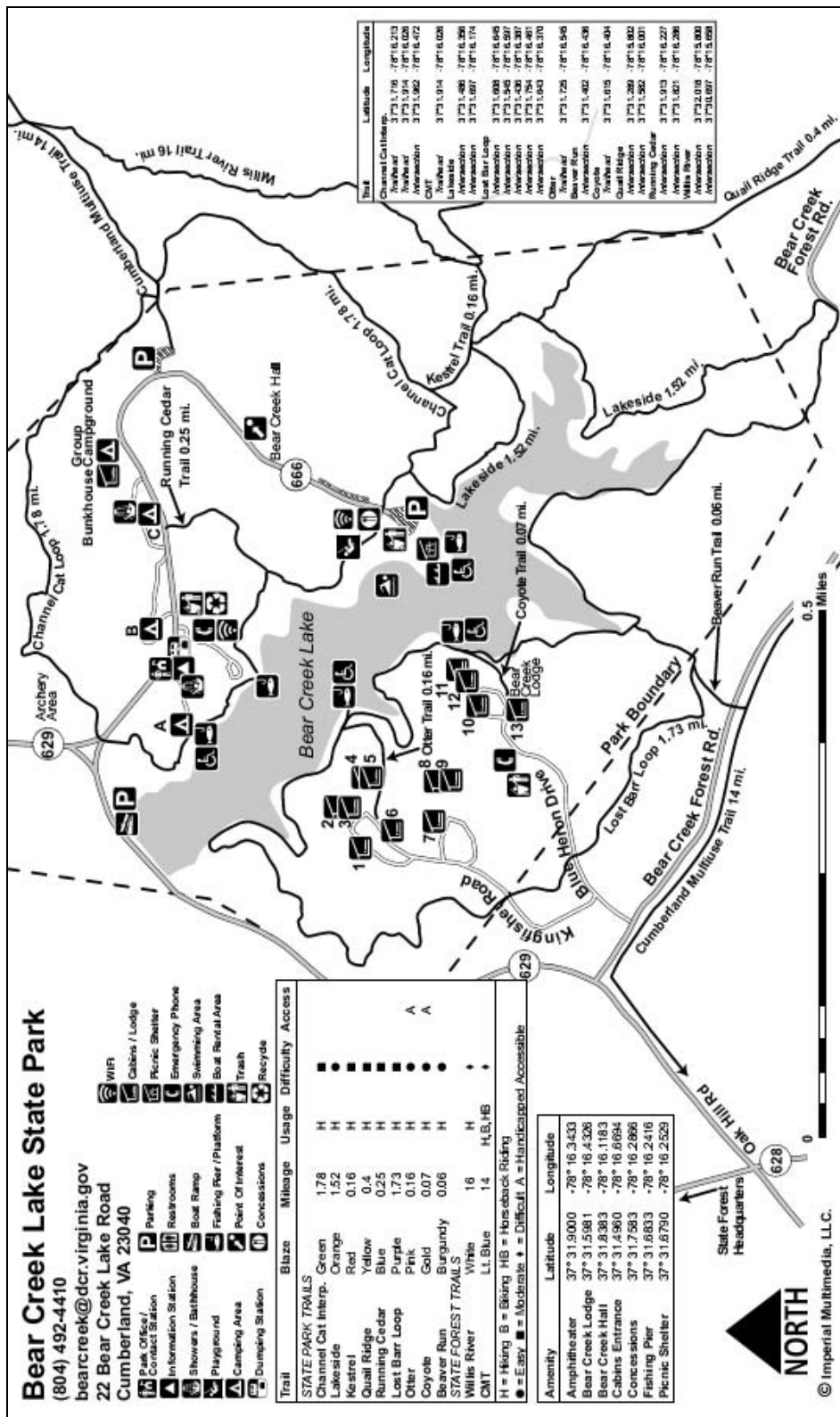
## Map VI -a – Cumberland State Forest



Source – Virginia Department of Forestry

## Map VI -b – Bear Creek Lake State Park





Source – Virginia Department of Conservation and Recreation

## ***Library***

The Cumberland County Public Library is located on U.S. 60, west of Cumberland Court House. There are three staff, two of whom are full-time – in addition to a number of volunteers who help run the library's many services. Programs and services provided by the library include Internet access, a pre-school story hour on Wednesday mornings, and many different research databases. The library has a rotating schedule of operation, which is as follows: Monday – 9:00 am to 8:00 pm; Tuesday – 9:00 am to 6:00 pm; Wednesday – 9:00 am to 6:00 pm; Thursday – 9:00 am to 5:00 pm; Friday – 9:00 am to 5:00 pm; Saturday – 9:00 am to 2:00 pm.

## ***Health Care Facilities***

There are no hospitals in Cumberland County, but residents are in close proximity to Centra Southside Community Hospital, located in Farmville on the Prince Edward County side. The hospital, established in 1927, serves the residents of Amelia, Appomattox, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway, and Prince Edward Counties. As the only full-service medical facility in an eight-county area, the hospital plays a significant role in Southside Virginia by providing quality, affordable healthcare to all residents regardless of their ability to pay.

The 117-bed, full-service hospital provides 24-hour physician emergency service, and intensive/coronary care unit, surgery, obstetrics, pediatrics, physical/occupational therapy, radiology, pathology and home health care. In addition, a Bachelor of Science Degree with a major in nursing is available through the cooperative program of Centra Southside Community Hospital, Lynchburg College and Longwood University. In December 2002, Centra Southside Community Hospital earned accreditation under the Joint Commission on Accreditation of Healthcare Organizations. The hospital was not only accredited, it earned a score of 97 (out of 100), which ranks it in the top ten percent nationally.

Cumberland County has two (2) physicians, with many more located in Farmville and in Buckingham County. There is one dentist in Cumberland County, with several more located in Farmville and Buckingham County. Medical offices located in Cumberland County include Cartersville Family Medicine Inc., the Cumberland Family Medicine Center, and the Cumberland County Health Department. The Central Virginia Community Health Center, in northern Buckingham County, is also available to County residents. The nearest hospital facilities are located in Farmville, Richmond, Lynchburg and Charlottesville. A number of mental health facilities are located in the Town of Farmville, including Crossroads Community Services Board.

Two small-scale nursing facilities are located in the County, with a proposed 100-bed nursing home under consideration by the County. The small number of facilities (existing and proposed), combined with the expected increased need for services for the elderly, presents Cumberland County with a two-pronged opportunity. More facilities will be needed to provide care for the elderly. More

adult care/assisted living facilities would, in turn, provide an economic boost by creating jobs for the local workforce.

### ***Communications/Utilities***

Cumberland County has telephone services with two providers – Verizon, which serves the northern part of the County, and Century Link, which serves the rest of the County. Cellular phone service is available in many areas of the county. In 2013 and 2014 National Communications Towers, LLC plans to construct additional telecommunications towers that will provide uninterrupted coverage along the Route 45 and Route 60 corridors.

Internet is available along the Route 60 corridor through Verizon DSL service. Other areas of the county are served by dial-up and wireless internet providers. In 2013 Buggs Island Telephone plans to provide high-speed wireless broadband service to the county.

Dominion Virginia Power provides electric service to a majority of the county, with two independent cooperatives providing service to parts of Cumberland County. Central Virginia Electric Cooperative (based in Nelson County) provides service to the northern part of the County, while Southside Electric Cooperative (based in Nottoway County) serves the southern portion of the County.

The County has three radio stations – WFLO, WPAK, and WXJK, which are just north of the Town of Farmville. Two local newspapers, *The Farmville Herald* and *Cumberland Today*, serve Cumberland County. The *Richmond Times-Dispatch* also provides some coverage for the County.

### **Special Features**

Like all communities, Cumberland County has special features that make the community unique and give it a sense of place. The magnitude, quality and characteristics of special features may vary from community to community, but nearly always contribute to the economic and social viability of the community. Also, such special features often have an important bearing on the future economic and social growth potential of the community. Cumberland County offers a multitude of special features that range from historic resources to long-established communities to recreational and natural resources. From the first call for independence issued by a governmental body, made on the steps of Effingham Tavern, to the many outdoor recreational opportunities, Cumberland has a unique sense of place and role in history. By creating an inventory of the special features, the County may create plans that are sensitive to what it has and what it wants to enhance. For example, the number of historic sites throughout the county will serve as the foundation for a historic preservation plan as well as heritage tourism activities. Many of these special features are the reason why established residents remain and why new residents are drawn to the county.

Cumberland County's special features and historic resources include the following:

*Transportation and Business*

- 1 Farmville Regional Airport
- 2 Riverside Industrial Park
- 3 Cumberland Courthouse Village
- 4 Farmville-Cumberland Business District
- 5 Cartersville Business Area
- 6 Coverage of the Farmville Area Bus

*Recreational and Natural Resources*

- 7 Farmville Municipal Golf Course
- 8 Madison Ballfield
- 9 Bear Creek Lake State Park
- 10 Cumberland State Forest
- 11 James River
- 12 Appomattox River
- 13 Willis River
- 14 Cobbs Creek Reservoir (proposed)

*Government and Community Facilities*

- 15 Cumberland County Courthouse/County Government Complex
- 16 Randolph Volunteer Fire Department
- 17 Cumberland Volunteer Fire Department
- 18 Cumberland Rescue Squad
- 19 Cartersville Volunteer Fire Department
- 20 Cartersville Rescue Squad
- 21 Cumberland County Schools

*Historic/Residential Communities*

- 22 Cumberland Court House Village
- 23 Cartersville Historic District
- 24 Clinton Community
- 25 Hamilton Community
- 26 Hillcrest Community Lakeside Village
- 27 Sunnyside Community
- 28 Tamworth Community
- 29 Guinea Mills Community

**Historic Resources**

*Historic Homes/Home Sites*

- 1 Clifton Home
- 2 Amphill Plantation
- 3 Foster Home
- 4 Morven Home
- 5 Needham Law School
- 6 Old Jordan Home site, with Concrete Mottoes



- 7 Jesse Thomas Homestead Site
- 8 Goshen
- 9 Mt. Elba
- 10 Rochelle
- 11 Bizarre Plantation (no longer extant)
- 12 Trenton
- 13 Oak Hill
- 14 Oakland

*Historic Store/Mill Sites*

- 15 Old Tamworth Post Office/Tamworth (Muddy Creek or Moon's Mill)
- 16 Flannagan's (Trice's) Mill
- 17 Trent's Mill
- 18 Trenton/Sports Lake mill
- 19 Garrett Roller Mill (no longer extant)
- 20 Ca Ira Warehouse/Store Mill

*School/Educational Sites*

- 21 Bethlehem School
- 22 Rosenwald School sites (New Hope School, Pine Grove Elementary)
- 23 St. Paul's School House
- 24 Hamilton School
- 25 Cumberland Training Agricultural Building (now part of the Luther P Jackson School)
- 26 Stops on the Civil Rights in Education Heritage Trail

*Historic Churches*

- 27 Grace Church
- 28 Fork of Willis Church
- 29 Browns Presbyterian Church
- 30 Center Presbyterian Church
- 31 Cartersville Baptist Church
- 32 Grove Methodist Church
- 33 Oakwood United Methodist Church
- 34 Thomas Chapel United Methodist Church

*Other Historical Sites*

- 35 High Bridge
- 36 Remains of old Cartersville Bridge (built in 1884)
- 37 Courthouse Green (Old Clerk's Office, Courthouse, Old Jail, Baber Law Office)
- 38 Confederate Cemetery
- 39 Oak Hill Cemetery (One tombstone, Charles Irving Thornton, Has an epitaph written by Charles Dickens)
- 40 Effingham Tavern (no longer extant)

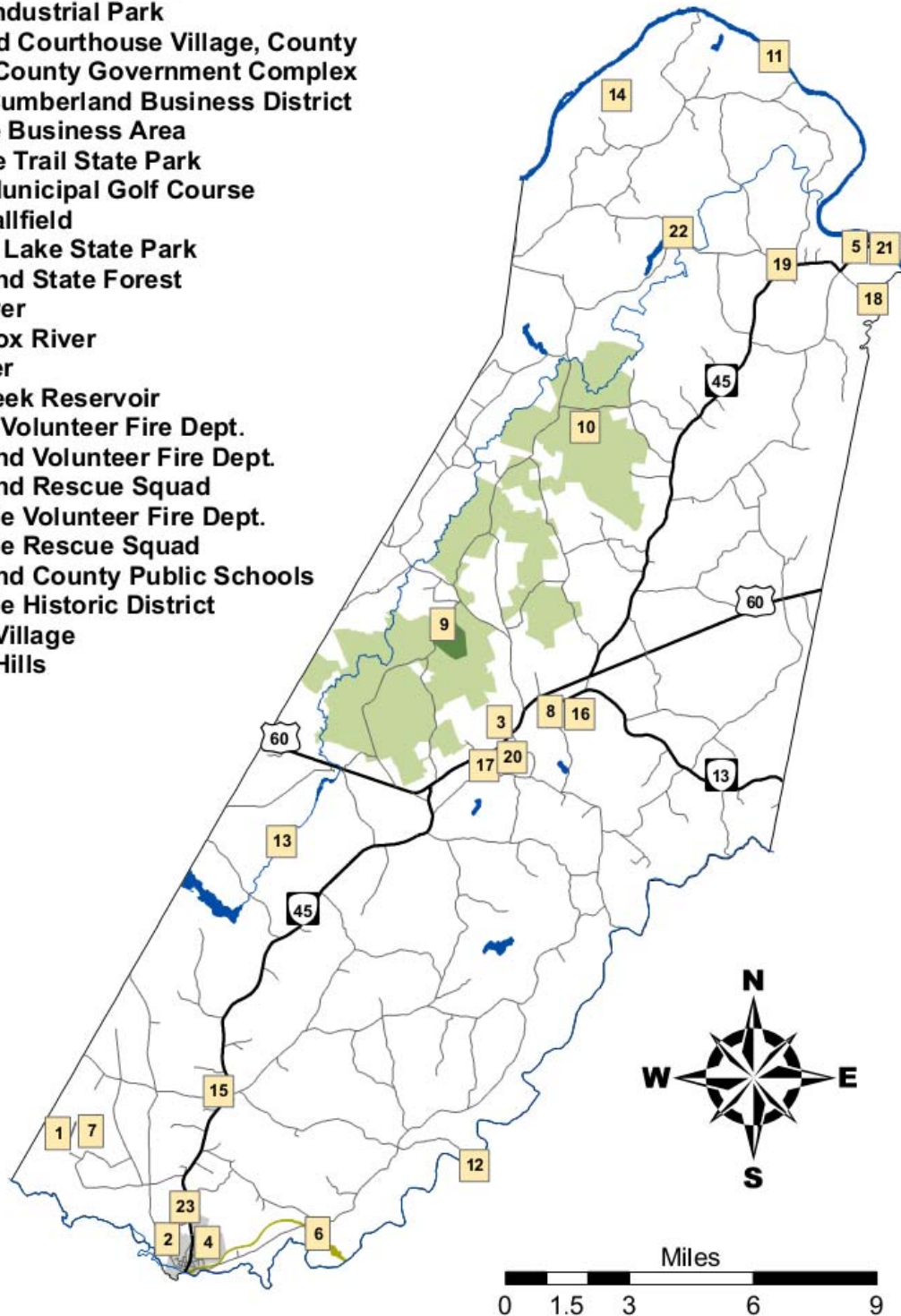
- 41 Lithia Springs
- 42 Cartersville Historic District
- 43 Stops on the Route of Lee's Retreat

See Maps VII and VIII, on the following pages, for identification of special features  
| and historic resources in Cumberland County.

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## Map VII – Cumberland County Special Features

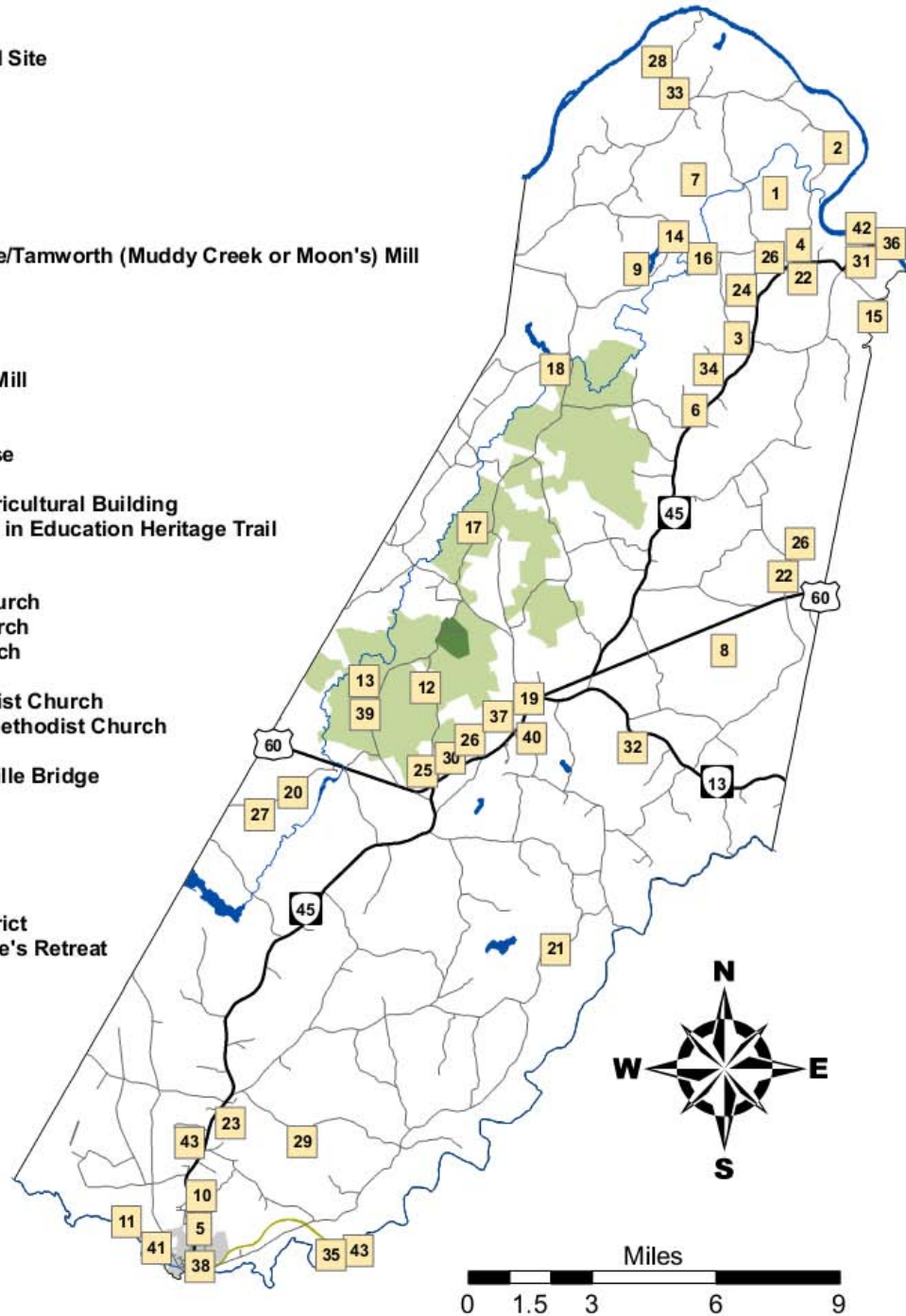
- 1) Farmville Regional Airport
- 2) Riverside Industrial Park
- 3) Cumberland Courthouse Village, County Court House/County Government Complex
- 4) Farmville-Cumberland Business District
- 5) Cartersville Business Area
- 6) High Bridge Trail State Park
- 7) Farmville Municipal Golf Course
- 8) Madison Ballfield
- 9) Bear Creek Lake State Park
- 10) Cumberland State Forest
- 11) James River
- 12) Appomattox River
- 13) Willis River
- 14) Cobbs Creek Reservoir
- 15) Randolph Volunteer Fire Dept.
- 16) Cumberland Volunteer Fire Dept.
- 17) Cumberland Rescue Squad
- 18) Cartersville Volunteer Fire Dept.
- 19) Cartersville Rescue Squad
- 20) Cumberland County Public Schools
- 21) Cartersville Historic District
- 22) Lakeside Village
- 23) Kimberly Hills



Map created by CRC (Original – August 2006; Update – February 2013)

## Map VIII – Cumberland County Historic Resources

- 1) Clifton Home
- 2) Amphill Plantation
- 3) Foster Home
- 4) Morven Home
- 5) Needham Law School
- 6) Old Jordan Home Site
- 7) Jesse Thomas Homestead Site
- 8) Goshen
- 9) Mount Elba
- 10) Rochelle
- 11) Bizarre Plantation Site
- 12) Trenton
- 13) Oak Hill
- 14) Oakland
- 15) Old Tamworth Post Office/Tamworth (Muddy Creek or Moon's) Mill
- 16) Flannagan's (Trice's) Mill
- 17) Trent's Mill
- 18) Trenton/Sport Lake Mill
- 19) Garrett Roller Mill
- 20) Ca Ira Warehouse/Store/Mill
- 21) Bethlehem School
- 22) Rosenwald School Sites
- 23) Saint Paul's School House
- 24) Hamilton School
- 25) Cumberland Training Agricultural Building
- 26) Stops on the Civil Rights in Education Heritage Trail
- 27) Grace Church
- 28) Fork of Willis Church
- 29) Browns Presbyterian Church
- 30) Center Presbyterian Church
- 31) Cartersville Baptist Church
- 32) Grove Methodist Church
- 33) Oakwood United Methodist Church
- 34) Thomas Chapel United Methodist Church
- 35) High Bridge
- 36) Remains of Old Cartersville Bridge
- 37) Courthouse Green
- 38) Confederate Cemetery
- 39) Oak Hill Cemetery
- 40) Effingham Tavern Site
- 41) Lithia Springs
- 42) Cartersville Historic District
- 43) Stops on the Route of Lee's Retreat



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